

NORTHSIDE VILLAGE ECONOMIC REVITALIZATION PLAN

(NEAR NORTHSIDE ECONOMIC REVITALIZATION PLAN)



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Foreward

“The following plan for the Near Northside, like many such plans, has many facts, figures and maps. But behind these lies a vision for how a neighborhood might grow and develop. A vision not developed by city planners or outside consultants, though such individuals played a vital role in its development. Rather, it is a vision for a neighborhood developed by that very neighborhood. Through countless Steering Committee meetings and public sessions over a year’s time community members developed this plan. It is their plan for their neighborhood. My goal is to help them realize their vision. Subsequently, the Steering Committee has become the core of the super neighborhood council for this area and fittingly, they have named their council the “Northside Village Super Neighborhood.” Congratulations and “thank you” to all who participated and all that may benefit from this effort.”

Gabriel Vasquez
Council Member District H

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Executive Summary

The Near Northside Neighborhood, (renamed as the Northside Village by the Superneighborhood Council) located just north of Houston's downtown and connected through Main Street, is easily accessible from I-45 and I-10. A portion of the neighborhood, from I-10 to Boundary along Main Street, is part of the Main Street Revitalization Corridor.

In the past several years, downtown and the Main Street Corridor have undergone tremendous change, due in part to the development of the Metro Light Rail System on Main Street. For Northside Village, the question is how the neighborhood will take advantage of the opportunities its proximity to downtown and the light rail system present. Now, with the development of the Northside Village Economic Revitalization Plan, the neighborhood has a "roadmap" to address the future and to establish its identity as a vital urban, inner-city neighborhood. The Plan reflects the community's goals and visions about its future and charts a course of action.

Northside Village has many assets and is an important part of the central city. Whatever affects the central core affects Northside Village. The ultimate goal of the plan is to capture, emphasize, formalize and glorify the key aspects that make Northside Village the community its citizens enjoy. The strategies developed will become their roadmap for the future.

Plan Process and Overview

In 2001, the City of Houston received a HUD Community Technology Initiative grant, which together with an FHWA grant for the Main Street Revitalization Project and a contribution from Avenue CDC, funded the preparation of the Northside Village Economic Revitalization Plan. Webb Architects and Associates, a consultant group, was selected to prepare the plan. Running parallel to this planning effort, the consultant teams of Social Compact, Inc. and Environmental Simulation Center, Ltd were

conducting two separate efforts which would eventually tie into this economic development plan effort.

Social Compact, Inc. conducted the 'Houston Neighborhood Market Drill Down'- a retail market study for Houston's inner-city neighborhoods within the federally designated boundary of EEC (Enhanced Enterprise Community). Northside Village is one of sixteen neighborhoods that participated in the study. The study's non-traditional approach identified the hidden strengths of Northside's markets that were not recognized or reported by traditional market analysis. Major strengths include: a larger population, higher aggregate household income, greater buying power, and a substantial cash economy (See Appendix for details). By demonstrating that the community has tremendous untapped potential for attracting new businesses and investment to its neighborhoods, the Social Compact study provides a valuable marketing tool to stimulate economic development in Northside Village, and provides a headstart for the successful implementation of the Northside Village Economic Revitalization Plan.

Environmental Simulation Center, Ltd conducted three workshops to identify community preferences for character and design of major commercial corridors in Northside Village. Utilizing computer-simulation technology, they transformed these preferences to design alternatives and created a digital model of the neighborhood. Using this computer model, the community evaluated the positive and negative aspects of alternative design concepts and identified the preferred design alternative. These were then refined into specific corridor design guidelines. Widely supported by the community, implementation of these guidelines for future commercial development in the corridors can create an attractive streetscape environment and boost the local economy by attracting more businesses, more residents, and more patrons and visitors.

Community Input

A steering committee of community stakeholders was established to provide community input and act as a sounding board, compass and resource to the consultant group. The Steering Committee met frequently over a period of 9 months; members included neighborhood civic associations, neighborhood service organizations, the school district, business organizations, Avenue CDC and others. Interviews were conducted with property owner and other stakeholders. An Advisory Committee also was formed to provide input from governmental agencies.

Three community-wide workshops were held to present ideas to the community and receive public comment. The initial community-wide workshop on May 19, 2002 was oriented to identify issues, problems and assets in the community through facilitated discussion groups, and a question and answer session. The second workshop keyed on ensuring that the consultant team was on target regarding community issues, transportation, strategies for change and concepts for new development. At the final workshop, strategies and recommendations were presented. All three workshops were well attended with over 100 participants at each.

The Plan

The Northside Village Economic Revitalization Plan is a roadmap to lead the community into the future. The Plan addresses the issues of quality of life and the economic future of the neighborhood through several tools:

1) Urban Design Guidelines. One of the Northside Village's major concerns has been how to encourage and attract new development and investment, while at the same time, maintaining those characteristics that reinforce and contribute to the "small village" feel of the area. Because current development regulations do not exist which adequately accommodate the protection of

neighborhood character, a set of *design guidelines* for new development and revitalization were developed as part of this Master Plan. These guidelines identify development practices through which the community's desired character can be reinforced and maintained.

2) Major Economic Nodes & New Development Opportunities. The plan identifies opportunities for economic development and infill potential. Economic Development Nodes (EDNs), major commercial activity areas, along Main and Irvington and other areas of the Northside Village can become the focus of new, neighborhood-oriented, pedestrian friendly development. These EDNs paint possible, economic-development scenarios in the Northside Village that could stimulate new economic development by making the area more inviting, convenient, and livable.

3) Strategies for Implementation. Land use, economic development, physical improvements, housing and historic preservation are addressed through various strategies and actions. Strategies include (1) Partnership development, (2) Marketing/Outreach and (3) Financing Options.

These three tools form the backbone of the plan and the means for helping Northside Village accomplish the goals and priorities identified by the community.

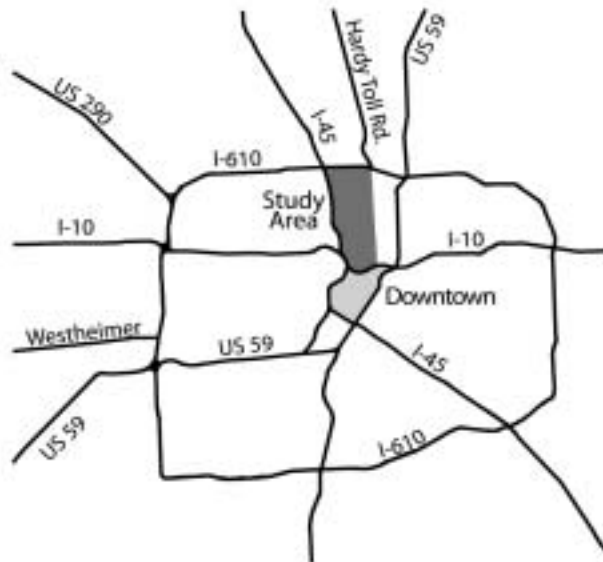
Chapter 1

Community Assessment

Location

Northside Village is centrally located and ringed by major freeways. On the east the community is primarily an industrial area built along a railroad corridor. To the west is the Greater Heights, a residential area that has seen considerable redevelopment and property value increases in recent years. Areas to the north are largely moderate income residential. Although downtown Houston lies immediately to the south, the two-lane underpass on Main Street and the Hardy/Elysian overpass provide the only direct access to downtown.

Key Findings: *The proximity to downtown and surrounding freeways allows easy access to major destinations throughout Houston. Increased access to downtown would cement the Northside Village's easy access to the rest of the City.*



Neighborhoods

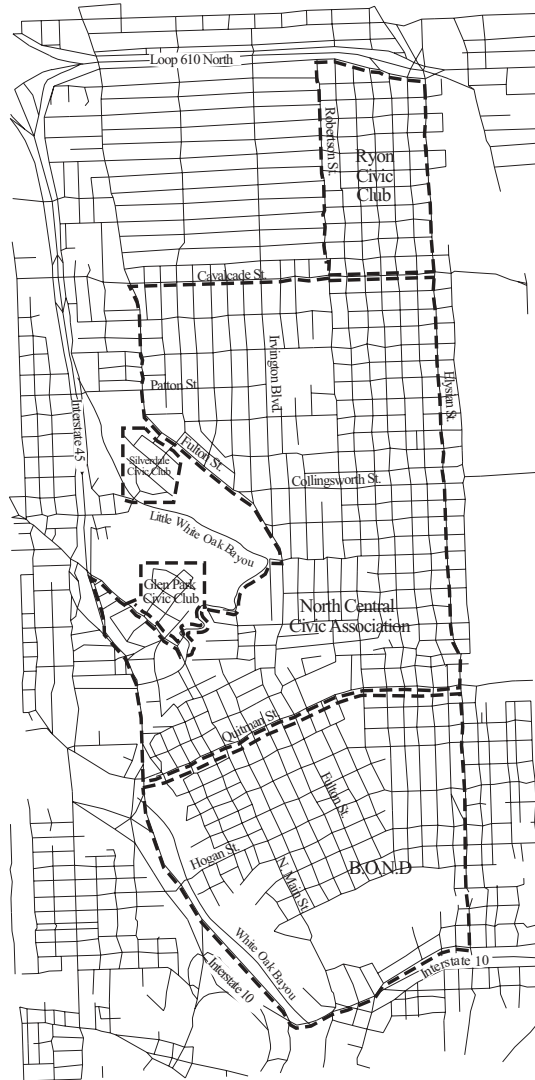
Civic activity is not new to Northside Village. The area's first civic organization was formed in 1928. It was named North Side Planning and Civics and the boundary was "Buffalo Bayou on the south, north to the then City limits (Hays Street), little White Oak Bayou on the west and Lockwood Drive on the east. Its mission was far-reaching and comprehensive and focused on creating a highly livable environment in the Northside. Membership was free and open to anyone living within the boundaries of the area, whether renter or homeowner.

Today, neighborhoods within Northside Village include: Lindale Park, Ryon Civic Club, North Central Civic Association, Blocks Organized for Neighborhood Defense (B.O.N.D), Silverdale Civic Club and Glen Park Civic Club. Geography and character give each area a distinct identity within Northside Village. These associations work together in many ways to address community issues. Recently, a Super Neighborhood Council was organized to serve as a channel to the City and District 'H' Council Member by articulating the priorities of the neighborhood and pressing for the implementation of this master plan.

Key Findings: *The area organizations are very active in preserving and improving the neighborhood.*

Demographics

Population. Census 2000 and a 1997 HUD census update provide the official demographic information (See Demographics Summary Table). However, a recent (2001) study by Social Compact Inc., *Houston Neighborhood Market Drill Down*, used innovative new methods to produce details on the demographics of Northside Village. The discussion that follows is based on a combination of Census and Social Compact data. Census



Map No. 1
Current Neighborhood
Associations

Source: Near Northside Economic
Revitalization Plan Steering
Committee



Near Northside Economic
Revitalization Plan
City of Houston
Webb Architects Team
June, 2001

numbers are retained as a baseline and provide a comparison to areas not studied by Social Compact. (See the Appendix C for more on the Social Compact analysis of Northside Village.)

According to the Social Compact study, there are 9,989 households in Northside Village comprised of 33,678 people (7,166 over the 2000 Census; a 30.4 % increase over the 1990 Census). Average household size is 3.4 persons compared to 2.8 for Harris County.

The study area is predominantly Hispanic (85% per the Social Compact Study); the remaining population is evenly split between Anglos and African Americans. Anglos tend to be concentrated in Lindale Park (north of the study area), African-Americans tend to be concentrated in the Ryon area.

Age. According to 1997 HUD Census Upgrade, 32% of the population was of school age (5-18), and 11% of the population was 65 or older. Social Compact data strengthens the notion that this is a young community, with a median age of 22 years.

Education. In 1997, 53% of the population over 25 had a high school diploma and 14% had completed a higher level of education (including baccalaureate or graduate degrees).

Income. According to the Social Compact study, the average household income is \$23,928 (\$28,474 when adjusted to reflect the cash economy). Approximately 26% of the households in the area have incomes between \$20,000 - \$49,000; 6% have incomes over \$50,000. This translates to a combined income of \$284 million for the neighborhood with a purchasing power of \$119 million.

Employment. Of the working population, one-third is employed in the construction and retail trade sectors. Other important

sectors are manufacturing, business and repair, health care and education. Within Northside Village, there are 605 businesses employing 5,950 people (Social Compact Study). Of these, 198 are retail businesses, which generated \$250 million in sales in 2000. The combined revenue for all businesses in the neighborhood exceeded \$2.1 billion 2001. It is significant to note that the daytime population in the Northside Village is over 123,000.

Economy. A significant number of monetary transactions in the Northside Village are undertaken via cash. This “cash” economy contributes approximately \$45.4 million to the market.

Key Findings: *Overall, the Northside Village is young and Hispanic. This is a market that draws people from outside the immediate community. Aggregate household income plus expenditures of daytime population indicates a strong potential for supporting additional business investment.*

Land Use and Community Character

Residential Land Use and Housing. Northside Village is mainly residential (almost 46% of the land is single-family), except for the southernmost part, which is industrial in character but largely vacant. Over 70% of the housing units in this neighborhood are single-family. Although the majority of the housing stock is old (85% of single-family homes were built before 1950), many areas are stable and well maintained (see Chapter 6: *Historic Preservation* for more details). Of the 10,216 housing units in Northside, 9,989 are occupied. Home values have appreciated significantly since 1990 to a median sales value of \$81,745; the permit values for newly constructed units reflect a median value of \$53,350 (Social Compact Study).

There are approximately 2,800 multi-family units in the neighborhood - 62 units are senior housing and 313 units are in

the Irvington Village public housing development. Renters tend to be long-term occupants (average of 10 years). Average rent and mortgage is approximately \$500/month.

Nonresidential Land Use. Most neighborhoods lack deed restrictions. Commercial areas make up approximately 7% of the total area and are found primarily along the major thoroughfares; Main, Fulton, Irvington and Quitman. In a number of instances, bars/cantinas and auto-related businesses conflict with residential uses. Some areas that are predominantly residential contain large industrial warehouses which generate considerable truck traffic. Most of these areas lack deed restrictions. In total, industrial uses constitute 8% of the land area and are generally warehousing and shipping facilities. Manufacturing tends to be located in the south near the rail yard.

Vacant and Developable Land. Northside Village has the potential for significant new development. Almost 17% of the total area is classified undeveloped. Undeveloped single-lots could accommodate almost 1,600 new housing units. Many buildings classified as dangerous or tax delinquent (or both) would be prime for redevelopment. These buildings are scattered throughout the study area, with a heavy concentration south of Boundary Street. Several large parcels in single ownership (the rail yards to the south and the trucking site off Irvington) are underutilized and have potential for redevelopment.

Public, institutional and parks and open space make up the remaining 19% of the land area.

Key findings: *Large areas of land associated with the railroad in the southernmost portion of the study area hold enormous development potential. Opportunities exist for providing a substantial amount of affordable housing on single lots. Incompatible uses need to be addressed. Except*

for the northern neighborhoods, deed restrictions do not exist.

Table 1

Land Use Summary	Acres	Percentage of Total
Single Family Residential	608	45.9%
Multi-family Residential	21	1.6%
Commercial	92	6.9%
Office	8	0.6%
Industrial	109	8.3%
Public and Institutional	118	8.9%
Transportation and Utility	1	0.1%
Parks and Open Space	135	10.2%
Undeveloped	230	17.3%
Others (mismatched)	3	0.3%
Source: 2001 HCAD	1,325	100.0%

Historic Preservation

The history of the Northside Village area dates back to the 1880's. Residential and industrial buildings from the 19th and early 20th century are found throughout. At least six areas have the potential for historic designation. Two areas in particular contain structures of historical significance:

1) The area bound by Burnett (south), North Main (west), Quitman (north) and Elysian (east) includes portions of subdivisions that were platted in 1867, 1889 and 1911. Homes in this area date mostly from the 1880's and early 1900's with the Queen Anne style predominating. The Gothic Revival style is reflected in the church on Chestnut.

2) The Southern Pacific rail yards, the area within Maury, Burnett, Chestnut and Opelousas, contains a number of structures that housed the rail yard operations dating back to the 19th and early 20th centuries. (Additional details on the neighborhood's historic resources are found in Chapter 6: *Historic Preservation* and Appendix E.)

Key findings: The neighborhood contains significant historic resources indicating potential for historic district designation or as individual landmark designation. These areas merit further study to determine if they meet the requirements for historic district designation at either the local or Federal level (National Park Service).

Safety

Based on Social Compact analysis of Houston Police Department data, crime (all types) declined 4% between 1997 and 2000. Property crime declined 4.5% and violent crime declined 1.7%. The incidences of crimes per thousand persons were 48 in the Northside Village compared to 67 for the city as a whole.

Key findings: In general, crime is down and is lower than the rest of the city as a whole.

Transportation and Mobility Infrastructure

All the major roads with recent traffic counts have acceptable Levels-of-Service (LOS). LOS measures traffic congestion and flow ranging from A to F. The C levels (lowest found in the study area) occur on sections of Main Street and Quitman Street. The City of Houston's Major Thoroughfare and Freeway Plan calls for additional right-of-way for Collingsworth Street, Fulton Street,

Chapter 1 - Community Assessment

(from Collingsworth to Hogan) and North Main Street (south of Hogan).

Two major regional transportation improvements could have large impacts on the area. An exit at Cavalcade from the Hardy Toll Road extension is in the planning stages. Cavalcade would then connect the Hardy Toll Road to IH 45. In addition, METRO is gathering public input on the possibility of extending light rail transit north toward Bush Intercontinental Airport. Light rail running through the northside would greatly add to area mobility and could also create many economic development opportunities.

In spite of heavy pedestrian activity oriented to neighborhood businesses and the community's seven elementary schools, most of the Near Northside streets lack adequate sidewalks

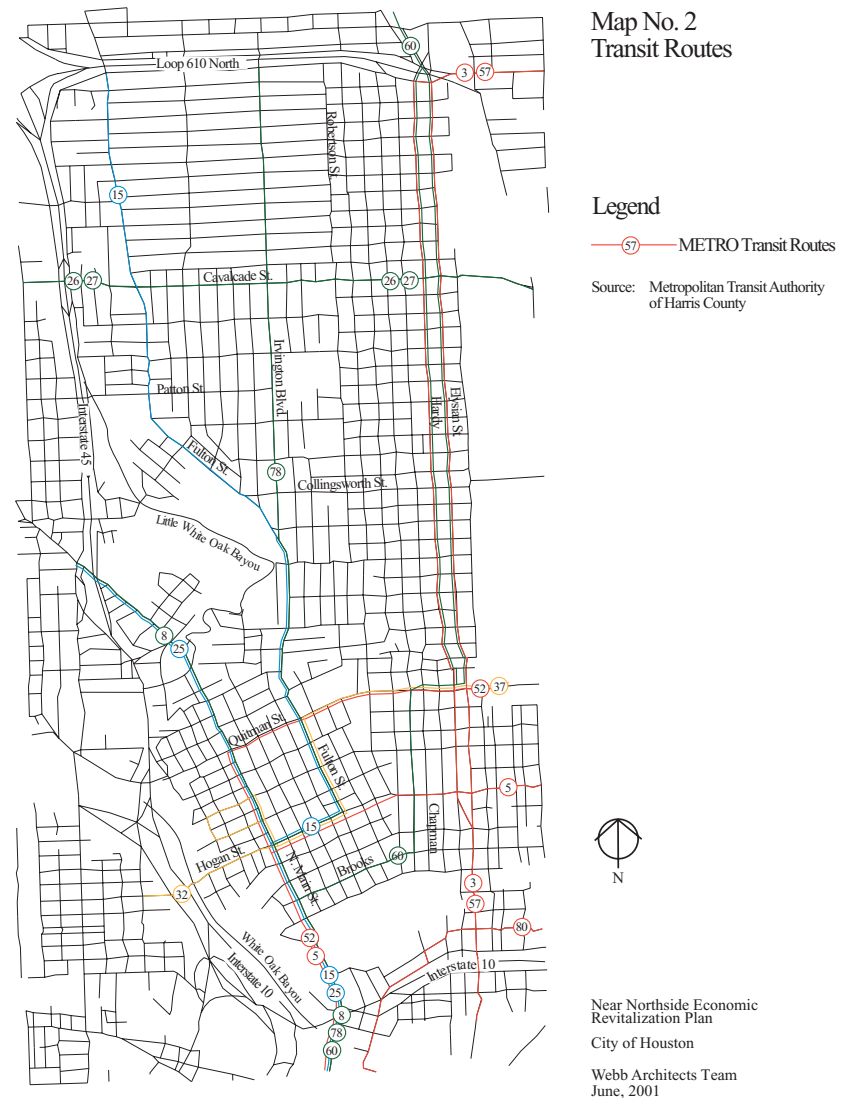
The Northside Village is served by 13 of the 132 METRO bus routes, with many stops lacking shelters and benches. According to METRO, there are 5,000 daily bus boardings in the study area.

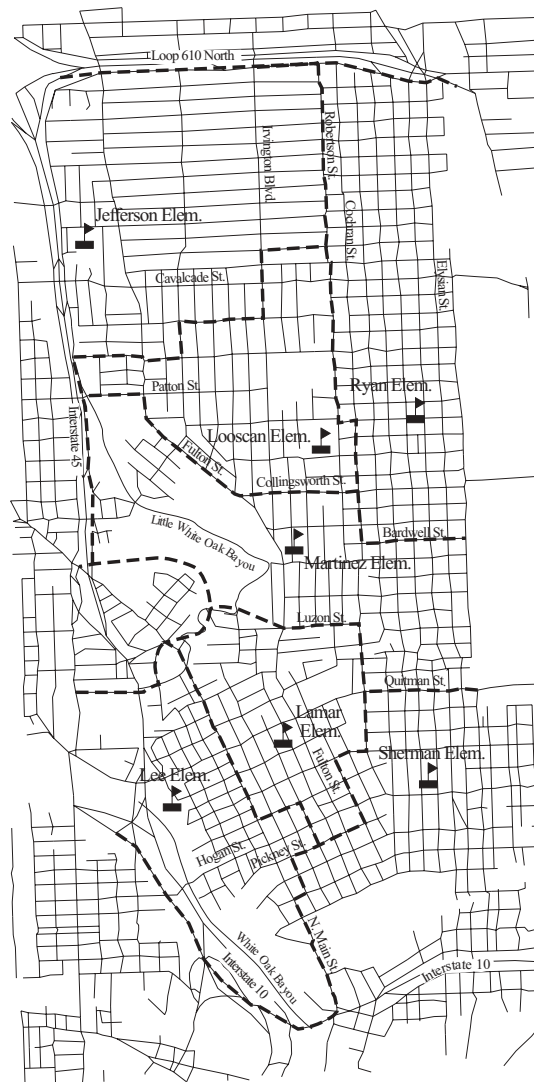
Designated bike lanes exist on Cavalcade Street and Fulton Street.

Key Findings: The Northside Village is pedestrian oriented and well served by METRO. The street network easily carries current traffic volumes. Major transportation projects such as the Hardy Toll Road extension and the potential for METRO light rail hold great promise for improving mobility and spurring economic development in the Northside.

Community Facilities



The neighborhood is served by seven elementary schools, one middle school, one high school and one private school (Holy Name Catholic School). A new campus for Lamar Elementary is located at Main St. and Quitman St. This new complex will replace





Map No. 3
Elementary Schools
and their Zones

Legend

-  Elementary School
-  School zone boundary

Source: Houston Independent School District



Near Northside Economic
Revitalization Plan
City of Houston
Webb Architects Team
June, 2001

the existing Lamar Elementary buildings and will absorb students from Lee Elementary, which will be closed. The future use of the Lee Elementary buildings is unknown.

Numerous churches are located throughout the neighborhood. Two community supported City and County clinics on N. Main serve the health needs of the neighborhood and are supported by a number of non-profit social service agencies, such as de Madres a Madres (prenatal care and counseling for mothers) and Wesley House (day and after-school care), a Head Start facility located at Main St. and Quitman St.

Six city parks serve the area. The 35-acre Moody Park is by far the largest, and includes sport fields, a swimming pool and a recreational center. Irvington Park (6 acres), on Cavalcade St., also includes a large sports field. Other parks are small (less than two acres) and include only playgrounds and basketball courts. A seven-acre tract known as Hogg Park, remains undeveloped. No new parks or land acquisitions are planned for the neighborhood in the current City of Houston Master Park Plan.

Key findings: Generally, Northside Village is adequately served by existing community facilities. The addition of Lamar Elementary School will provide an important improvement to the community.

Chapter 2

Revitalization Strategies

Revitalization Strategies

The *Northside Village Economic Revitalization Plan* addresses issues expressed by the community during a visioning workshop and later prioritized by the Steering Committee (see Appendix D). These priorities serve as a framework for a set of revitalization strategies focusing on land use, transportation, community character, community services and infrastructure, economic development, housing and historic preservation. Though the strategies have been categorized, they are not mutually exclusive. For example, neighborhood friendly business development will rely not only on economic incentives and marketing, but a strong residential foundation, excellent transit service, unique community character, sound infrastructure and pedestrian amenities.

The strategies described in this chapter suggest a variety of interventions needed to fully revitalize the Northside Village. Many of these focus on more effective enforcement of city codes and regulations and basic neighborhood improvements. Others describe more targeted approaches to revitalization and are explained in greater detail in subsequent chapters including:

Chapter 3: Implementation
Chapter 4: Economic Development Nodes
Chapter 5: Urban Design Guidelines
Chapter 6: Historic Preservation
Appendix

Addressed independently, the strategies and actions described here will help improve the neighborhood but will not bring about the magnitude of change required to fully revitalize the Northside Village. Instead, successful implementation of the plan will require a coordinated effort among community organizations and public agencies and should be based on a foundation of three basic implementation principles as described in Chapter 3:

Implementation:

1) Partnership Building; 2) Marketing and Outreach; and 3) Leveraging Public and Private Resources.

1. Land Use Strategies

Land Use Priorities

- ✓ Neighborhood-scale commercial on major roads
- ✓ Single-family residential
- ✓ Parks
- ✓ Community oriented facilities

General Objectives

- Transition industrial establishments in residential areas to diverse, residential friendly uses
- Discourage the development, or retention of industrial establishments within the community
- Redevelop with potential of a future light rail line in mind
- Improve the community's parks
- Develop linear parks

The Northside reflects a fairly clear land use pattern comparable to other older communities in Houston. The area is mostly residential, with larger commercial and institutional establishments concentrated along the major thoroughfares and collectors. Numerous smaller commercial uses, as well as, community facilities are located within residential areas (for example, corner stores and churches) and readily accessed by pedestrians. Industrial uses within residential areas, however, negatively affect neighborhood integrity, creating nuisances and environmental impacts. Efforts that support the transition of these properties into more compatible uses, such as housing and community facilities, are needed.

Commercial corridors, in general, should be improved as the community's "main streets", concentrating a wide variety of neighborhood-scale establishments along pedestrian-friendly corridors. The redevelopment of the bayous, the improvement of key parks and the construction of new community facilities will enhance the character of the Northside as a family-oriented and tranquil residential area with quality amenities and services.

Strategy 1A: Redevelop industrial and semi-industrial properties as single-family residential, neighborhood oriented commercial and community facilities. Where possible, develop mixed-use complexes that integrate with transit.

Actions

- Identify industrial parcels that are located in areas suitable for residential use.

Time Frame: Short Term

- Work with community development corporations to assess the feasibility of redeveloping selected parcels as single-family residential and/or other neighborhood oriented uses.

Time Frame: Mid Term

- Research federal funding opportunities for environmental assessment and clean up of potential brownfields.

Time Frame: Short Term

- Work with City to develop incentives to encourage industrial uses to relocate outside the Northside Village.

Time Frame: Long Term

- Market potential sites to development community.

Time Frame: Long Term

Strategy 1B: Encourage multi-family and townhouse development to locate along commercial corridors.

Actions:

- Work with developers to integrate mid-density housing development into commercial corridors.

Time Frame: Mid Term

- Work with the Mayor and City Council to create incentives for locating mid-density housing along commercial corridors.

Time Frame: Mid Term

Strategy 1C: Improve community parks.

Actions:

- Work with the City's Parks and Recreation Department to draft a plan for Hogg Park with community input. Improvements should include expanding the park using existing vacant/undeveloped land, some of which is tax delinquent. Include appropriate improvements in annual CIP and pursue federal funding through the Urban Park Program (US Department of Interior).

Time Frame: Short Term

- Work with the City's Parks and Recreation Department to review and update the City's plan for Irvington Park with community input. Pursue appropriate improvements in annual CIP (Capital Improvement Plan) and pursue federal funding through the Urban Park Program (US Department of Interior).

Time Frame: Mid Term

- Work with the City's Parks and Recreation Department to review and update the City's plan for Moody Park with community input. Improvements should focus on the parks edges including fencing and landscaping along

Fulton Street. Pursue appropriate improvements in annual CIP and pursue federal funding through the Urban Park Program (US Department of Interior).

Time Frame: Mid Term

- Work with the City's Parks and Recreation Department, Public Works and Engineering's Bikeways Coordinator and with Harris County to create a linear park with a bikeway along Little White Oak Bayou that connects the Bayou with redevelopment nodes, potential light rail stations, and Moody Park. Pursue partnerships and funding for this implementation project from the annual CIP, Harris County CIP, and Federal trails and bikeways programs.

Time Frame: Mid Term

- Work with the City's Parks and Recreation Department and Bikeways Coordinator to create linear parks and bikeways throughout the neighborhood that connect important destinations within the community.

Time Frame: Mid Term

Strategy 1D: Develop Additional Community Facilities

Actions:

- Work with the Northside Management District, the City and HISD to program and fund the re-use of Lee Elementary School facilities as a community (multi-service) center. Integrate the center in to an improved Hogg Park and an adjacent linear park (see Redevelopment Node 4 as described in Chapter 4: *Economic Development Nodes*).

Time Frame: Mid Term

2. Transportation Strategies

Transportation Priorities

- ✓ Light Rail through Northside Village
- ✓ Connections to Downtown
- ✓ Internal mobility

General Objectives

- Improve the community's transit facilities and services
- Improve the connectivity of the community to Downtown and other adjoining areas
- Improve the community's pedestrian infrastructure
- Improve the community's bikeway network

Northside residents rely heavily on transit for travel within the community as well as to outside destinations. To enhance the transit experience for current users and attract additional transit riders, amenities such as bus shelters and lighting should be improved. A light rail line extending north from Downtown along Main Street to Fulton and Irvington Streets would also fit a community need. While providing a more definitive connection to Downtown, a light rail line would also provide a stimulus for neighborhood oriented, mixed-use development along the Main Street and Fulton/Irvington corridors. To achieve this, alignment of the light rail line and the placement of stations should occur at points with the greatest potential for pedestrian/commercial activity, such as the intersection of Quitman and Fulton Street.

Northside Village residents also depend on pedestrian and bicycle connections to move within their community. To enhance these connections and encourage additional pedestrian and bicycle activity, efforts should be made to improve the sidewalk network, provide highly visible and safe pedestrian street crossings, and provide bicycle paths. Bikeways connecting Northside neighborhoods and important community facilities should be

created. Movement within the community might also be enhanced by implementing an internal circulator to provide access to neighborhood destinations such as Moody Park, Carnegie Library and the YMCA.

Strategy 2A: Improve transit system infrastructure and services.

Actions:

- Work with METRO to procure additional shelters, wastebaskets and benches for key bus stops.

Time Frame: Short Term

- Encourage METRO to include bike racks on buses.

Time Frame: Short Term

- Gather data in support of METRO providing an internal circulator such as trolleys or jitneys for short trips within the neighborhood.

Time Frame: Short Term

Strategy 2B: Use light rail to improve transit and to attract economic development.

Actions:

- Participate extensively in METRO's North Corridor Study to influence any decisions regarding an extension of the Main St. light rail line through the Northside Village.

Time Frame: Short Term

- Gather data in support of a decision by METRO to extend a light rail line along Fulton/Irvington between Hays Rd. and Cavalcade Blvd. as a way of enhancing this important commercial and community corridor. Data should include potential transit ridership numbers, economic impacts, potential impacts on traffic circulation, environmental and social issues and project costs. Potential partners include

the Northside Redevelopment Center, the City of Houston Planning and Development Department and METRO.

Time Frame: Short to Mid Term

- Meet with METRO and North Corridor Study consultant team to discuss potential light rail alignments north of Cavalcade Blvd. and south of Hays Rd. and make known the Northside Village's goal to maximize economic development opportunities along major corridors.

Time Frame: Short Term

Strategy 2C: Improve the pedestrian network

Actions:

- Work with the City to incorporate sidewalk improvements in the annual CIP.

Time Frame: Mid Term

- Widen sidewalks at key development nodes such as the Quitman/Fulton and Cavalcade/Irvington intersections to accommodate greater numbers of pedestrians and improve safety.

Time Frame: Mid Term

- Improve pedestrian crossings throughout the community, especially at key development nodes by using distinctive materials in the roadway or by clearly marking crosswalks with white paint.

Time Frame: Short to Mid Term

- Use landscaping wherever possible and encourage businesses to construct canopies or arcades to shade pedestrian walkways. (see also Community Character Strategies)

Time Frame: Mid Term

Chapter 2 - Revitalization Strategies

- Improve lighting along pedestrian paths to encourage activity during evening hours.

Time Frame: Mid Term

- Provide attractive amenities such as benches, waste baskets and signs to enhance the pedestrian experience.

Time Frame: Mid Term

Strategy 2D: Create bikeways throughout the community (see also Land Use Strategies).

Actions:

- Create bikeways on streets and esplanades throughout the community to connect Northside Village neighborhoods to each other and to important community destinations.

Time Frame: Short Term

- Create bike paths along Little White Oak Bayou as a recreational amenity and to improve connections between the Northside Village and outside destinations, such as Downtown and the Heights.

Time Frame: Mid Term

3. Community Character Strategies

Community Character Priorities

- ✓ Code enforcement
- ✓ Commercial corridor beautification
- ✓ Northside Village Market Plaza
- ✓ Clean Neighborhood Program

General Objectives

- Reinforce the single-family housing character of the community's neighborhoods (see also Housing Strategies)

- Create a stronger community identity
- Create a more beautiful Northside Village
- Develop attractive gathering places for residents of all ages

Housing density, building setbacks, type of commercial establishments, street and sidewalk widths and landscaping help define a community's character. In turn, character plays a role in the types of new developments that are attracted to an area. The Northside Village's strong single-family, small town character is a wonderful asset that has been compromised on the edges, along some commercial corridors and in a few inner residential areas where deteriorating housing structures and lower property values have encouraged light industrial and alcohol related uses. Design guidelines that encourage neighborhood friendly development are an excellent tool for expressing the Northside Village's character to homeowners, local entrepreneurs and potential developers. In fact, with incentives for adhering to them, such guidelines can be used to entice higher quality development to the neighborhood.

Well maintained landscaping along commercial corridors will also assist in creating an improved identity for the community and can make the Northside a welcoming and memorable destination for visitors.

Strategy 3A: Improve the visual appearance of commercial corridors and residential areas with a specific focus on North Main Street between IH 10 and Boundary Street, Fulton and Irvington Streets between Quitman and Cavalcade and Quitman Street between North Main and Chapman.

Actions:

- Strengthen enforcement of building and neighborhood protection codes to encourage better maintenance of lots and structures.

Time Frame: Short Term

- Work with the Mayor and City Council to implement performance standards to discourage or buffer incompatible land uses.

Time Frame: Short Term

- Work with Mayor, City Council and the Department of Housing and Community Development to set aside Community Development Block Grant funds for façade improvements.

Time Frame: Short Term

- Enhance landscaping on commercial corridors using a variety of drought resistant trees, shrubs and perennials.

Time Frame: Short Term

- Develop a plan and funding strategy to maintain landscaping and enhancements in the public right-of-way along commercial corridors.

Time Frame: Short Term

- Create a comprehensive and proactive “Clean Neighborhood” program to identify and monitor ongoing issues of illegal dumping on vacant lots and ditches, abandoned cars and buildings, litter, and to enhance efforts of the Public Works and Engineering Department’s Neighborhood Protection Team.

Time Frame: Short Term

Strategy 3B: Establish design guidelines for commercial corridors as detailed in Chapter 5.

Actions:

- Use a three-dimensional, computer model of Fulton and Irvington Streets as a marketing tool in order to educate residents, business owners and developers on the

guidelines and how they will positively impact the community.

Time Frame: Short Term

- Meet with owners of parcels with significant development or redevelopment potential to explain design guidelines.

Time Frame: Short Term

- Encourage design practices that support public safety by incorporating CPTED (Community Protection Through Environmental Design) guidelines in public and private developments whenever possible.

Time Frame: Short-Mid Term

Strategy 3C: Strengthen the community’s identity.

Actions:

- Create gateways at key entry points to the community based on community established design guidelines. Potential gateway areas include: Main Street at IH 45, Irvington Street at Loop 610, Cavalcade at Hardy Toll Road; Fulton at Loop 610; Cavalcade at IH 45; Patton Street at IH 45; Collingsworth at Hardy/ Elysian; Quitman at Hardy/ Elysian; Lorraine at Hardy/Elysian; Quitman at IH 45; Hogan at IH 45; and Main Street at IH 10.

Time Frame: Mid Term

Strategy 3D: Concentrate commercial development at two or three economic development nodes to serve as community gathering places and redevelop underutilized or incompatible parcels. (See Chapter 4 for details)

Actions:

- Analyze feasibility of a mix of retail, restaurants, entertainment around a public square with fountains, seating, public art, etc. Potential locations include: Patton

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and Irvington; Fulton and Irvington; and Fulton and Luzon.

Time Frame: Mid-Long Term

- Support a light rail alignment in Northside with station locations that would be supportive of transit oriented mixed-use developments.

Time Frame: Long Term

4. Community Services and Infrastructure Strategies

Community Services and Infrastructure Priorities

- ✓ Neighborhood infrastructure program (to keep track of service and maintenance needs)
- ✓ “Safe Streets” initiative
- ✓ Educational programs for area schools
- ✓ Multi-service center

General Objectives

- Safe, efficient roadways and sidewalks
- Effective storm drainage system
- Enhance community safety
- Create top quality educational programs
- Provide more community-recreation/educational facilities

Comprehensive community services and a functioning infrastructure system are important assets in any neighborhood. Low crime, good schools, well maintained roads, a functioning storm drainage system and effective utilities are key to attracting residents and businesses. The Northside Village needs to strengthen and enhance the variety of existing services available to the community. As infrastructure improvements are costly and may take years to implement, the Northside Village must be proactive in identifying and prioritizing infrastructure needs.

Strategy 4A: Improve community safety and the image of safe neighborhoods and commercial corridors by enhancing existing resources such as Police Storefronts, after school programs, community outreach and CPTED (Crime Prevention Through Environmental Design).

Actions:

- Increase the visibility of police storefronts by improving signage and providing public education.

Time Frame: Short Term

- Emphasize low crime rate in Northside compared to other areas of the city using flyers, newsletters, email notices, etc. and in other marketing pieces aimed at potential developers, homebuyers and entrepreneurs.

Time Frame: Short Term

- Work with City, HISD, and local service organizations to strengthen after school programs for area youth.

Time Frame: Short Term

Strategy 4B: Ensure that roadways are well maintained.

Actions:

- Inventory and prioritize roadway needs and incorporate into Super Neighborhood Action Plan (SNAP) each year.

Time Frame: Short Term

- Work with the Northside Management District to support improvements in Northside Village commercial corridors.

Time Frame: Mid to Long Term

Strategy 4C: Maintain efficient and effective storm drainage system.

Actions:

- Inventory and prioritize storm drainage needs and

incorporate into Super Neighborhood Action Plan (SNAP) each year.

Time Frame: Short Term

- Work with the Maintenance and Right-of-Way Division of Public Works and Engineering Department to maintain drainage.

Time Frame: Short Term

Strategy 4D: Ensure that utilities are well maintained and have adequate capacity to serve new or expanded development.

Actions:

- Inventory and prioritize utilities needs and incorporate into Super Neighborhood Action Plan (SNAP) each year.

Time Frame: Short Term

- Work with the Public Utilities Division of the Department of Public Works and Engineering to ensure that the system is adequate to serve new or expanded development.

Time Frame: Mid to Long Term

Strategy 4E: Increase the quality of educational programs in neighborhood schools.

Actions:

- Encourage HISD to establish Vanguard and Magnet programs in elementary, middle and high schools.

Time Frame: Short Term

- Support the development of additional Head Start Programs.

Time Frame: Short Term

Strategy 4F: Create vibrant community gathering places.

Actions:

- Multi-Service Center (see Land Use Strategies, #4)

Time Frame: Short Term

5. Economic Development Strategies

Economic Development Priorities

√ Business Development Program

√ Job Training Center

General Objectives

- Bring a wider range of neighborhood-scale businesses to the community
- Make Northside a shopping and restaurant destination
- Educate Northside Village residents to improve their “employability”

Three economic development catalysts are proposed for the Northside Village: Televillage, First Human Capital Initiative and Micro and Small Business Initiative. These programs enhance the skills of the neighborhood’s workforce, provide resources such as computers and assist individuals in establishing small businesses (see Chapter 3: *Implementation* for descriptions of each). These programs, which have been successfully implemented in other cities, can be enhanced by a number of economic development programs already available in the City of Houston. Most offer direct technical and financial incentives to businesses, but many provide benefits to the community such as job training, employment through job creation and preservation of historic buildings. The Northside Village should implement these catalysts and take advantage of existing programs while implementing a few key marketing strategies to attract businesses and others to the area.

Strategy 5A: Improve retail corridors by enhancing existing business establishments and attracting neighborhood friendly,

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new commercial, office and entertainment to the corridors. Encourage a variety of establishments and small-scale development.

Actions:

- Create a small business initiative that assists small businesses to expand their market areas into neighboring communities, find affordable facilities and improve services (see Chapter 4: *Economic Development Node Plans* for more details).

Time Frame: Short Term

Priority: High

- Use data from Social Compact Inc.'s *Houston Neighborhood Market Drill Down* to convince prospective investors that the Northside Village is capable of sustaining a variety of neighborhood scale establishments (see Chapter 3: *Implementation* for more details).

Time Frame: Short Term

Priority: High

Strategy 5B: Take advantage of existing economic incentives offered by the City, State and Federal Government.

Actions:

- Research the possibility of creating a Tax Increment Reinvestment Zone encompassing the Hardy Rail Yard to improve infrastructure and enhance amenities of commercial corridors.

Time Frame: Short Term

- Create an information clearinghouse of economic incentives available to businesses in the Northside Village. These include Enhanced Enterprise Community incentives, economic development and brownfields tax abatements, residential tax abatements and other incentives associated with the area's designation as a State

Enterprise Zone.

Time Frame: Short Term

- Identify grants, loans and revolving funds available from non-profit historic preservation organizations. Through these organizations, resources are available to develop historic district guidelines, analyze the feasibility of projects and marketing historic areas and structures.

Time Frame: Short Term

Strategy 5C: Attract potential customers from outside the area.

Actions:

- Create a brochure and video to market the Northside Village as an excellent place to live, enjoy restaurants and do business.

Time Frame: Short Term

- Create a web page describing Northside Village attractions, retail outlets and restaurants.

Time Frame: Short Term

Strategy 5D: Enhance job training and employment assistance services to community residents.

Actions:

- Initiate a program to provide educational and employment services to day laborers as described in Chapter 4: *Economic Development Nodes: First Human Capital*.

Time Frame: Short Term

- Work with University of Houston Downtown and Houston Community College to establish a job training and assistance center with computer facilities.

Time Frame: Short Term

- Create a Northside Televillage, as described in Chapter 4 of this report, to provide a wide range of educational opportunities, job training, internet services and meeting space to community residents at one location convenient to transit.

Time Frame: Short Term

6. Housing Strategies

Housing Priorities

- ✓ Quality infill and other housing programs

General Objectives

- Preserve the single-family housing character of the community
- Improve housing conditions
- Meet the diverse housing needs of the community
- Maintain affordability of the community's housing units
- Avoid displacement of current population

The Northside Village has an attractive and affordable housing stock. Partly rental, partly owner-occupied, this housing consists mostly of single-family homes. The majority of units are old and in some areas in critical need of improvement. Strategies are aimed at improving the overall housing conditions and meeting the needs of a diverse population including senior citizens and others who cannot afford existing single-family units. With average household income around \$23,000, subsidies may be needed if quality housing is to be affordable and displacement of current residents is to be avoided.

Single-family housing is the likeliest form of affordable housing development in this neighborhood due to the number of small undeveloped parcels scattered throughout the community. Few are large enough to support multi-family development, which

should take place near the edges of the community and along commercial corridors.

Residential property owners should have access to home improvement loans to encourage housing code compliance, particularly for rental housing. Strategies should be aimed at improving housing conditions and housing choice within the community while minimizing the displacement of current residents and an increase in housing and land costs.

Strategy 6A: Establish Urban Design Guidelines for residential properties (see guidelines described in Chapter 5: *Urban Design Guidelines*).

Actions:

- Educate Northside Village residents and housing developers on residential design guidelines through individual civic clubs, Avenue CDC and Northside Redevelopment Center.

Time Frame: Short Term

- Work with the City to develop incentives for compliance with residential design guidelines.

Time Frame: Medium Term

- Incorporate design guidelines into residential deed restrictions where appropriate.

Time Frame: Medium Term

Strategy 6B: Increase homeownership

Actions:

- Work closely with Avenue CDC and other non-profit agencies to offer quality and affordable single-family housing to current residents. Promote construction of single-family units on vacant lots (infill) and pursue a plan to transfer tax delinquent properties to these housing

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agencies.

Time Frame: Mid Term

- Entice developers to construct quality single-family housing in a variety of price ranges to attract new homeowners to the Northside.

Time Frame: Mid Term

Strategy 6C: Provide quality rental opportunities in a variety of price ranges.

Actions:

- Improve the condition of rental housing stock through more effective code enforcement.

Time Frame: Short Term

- Partner with non-profit housing agencies to investigate the possibility of constructing small-scale multi-family structures (4-8 units) on appropriate infill properties.

Time Frame: Short Term

- Partner with Avenue CDC to build new mixed-income apartment complexes on main corridors (see appendix for case study).

Time Frame: Mid Term

Strategy 6D: Assist homeowners, landlords and tenants with rehabilitation of dilapidated and dangerous units.

Actions:

- Encourage local banks to increase home improvement loan opportunities.

Time Frame: Short Term

- Create a program that relies on donated supplies and volunteer labor to help low-income families and senior citizens make needed repairs to their homes.

Time Frame: Short Term

Strategy 6E: Increase housing options for senior citizens

Actions:

- Work with community development corporations to offer rental units with assisted living services within walking distance of neighborhood amenities and services such as parks, restaurants, retail establishments and transit stops.

Time Frame: Mid Term

7. HISTORIC PRESERVATION STRATEGIES

Historic Preservation Priorities

√ Preserve the community's history

General Objectives

- Preserve existing single-family bungalows
- Preserve historic commercial property
- Create an identity for the area as an historic community

The Northside Village's rich history is an asset that can play a key role in the area's revitalization. A comprehensive approach that identifies and designates historic districts, as well as, individual structures throughout the area can enhance the community's identity, link it to adjacent historic areas in the Heights, Sixth Ward and Downtown and trigger neighborhood revitalization. Public and nonprofit organizations have a variety of tools that can help preserve such historic resources offering financial, technical and administrative support for projects (see Chapter 6: *Historic Preservation* for more details).

Strategy 7: Preserve historic housing stock and commercial structures .

Actions:

- Conduct an in-depth cultural and historic resources

survey to identify significant residential and commercial structures.

Time Frame: Mid Term

- Obtain National Historic designation for qualifying residential areas as National historic district(s) so that property owners can take advantage of Historic Site Tax Exemptions and other historic preservation incentives (see Historic District 1 as described in Chapter 6: *Historic Preservation*).

Time Frame: Mid Term

- Obtain local historic designation for qualifying residential areas as local historic district(s) to preserve historic resources.

Time Frame: Mid Term

- Nominate qualifying residential structures to the National Register of Historic Places.

Time Frame: Mid Term

8. IMPLEMENTATION STRATEGIES

Objectives

- Strong, lasting momentum for implementation
- Community wide participation in revitalization activities

Implementing the *Northside Village Economic Revitalization Plan* will take time, coordination and dedication. Already, some of the strategies mentioned in this chapter are being implemented. Formal recognition of the Plan by City Council and extensive public outreach will help maintain this momentum. Many of these opportunities will build upon the numerous programs and activities already present in the community. These include the Northside Redevelopment Center, Weed and Seed Program, Enhanced

Enterprise Community Program and HPD storefronts, among many others. Community stakeholders should take advantage of these existing resources and assure success by focusing on building partnerships, marketing to specific audiences and adopting a strategic approach to funding.

Strategy 8A: Encourage formal recognition and endorsement of the Plan by the Mayor and City Council.

Actions:

- Work with District H Council Member to bring the Plan before the Mayor and City Council.

Time Frame: Short Term

Strategy 8B: Build partnerships among organizations/institutions in the community to maximize resources and present a unified voice when seeking financial assistance or public services. (See Chapter 3: *Implementation* for more details.)

Actions:

- Create long-term partnerships with local organizations to facilitate ideas such as the Health and Medical Corridor (see Chapter 3: *Implementation* for details).

Time Frame: Short Term

- Identify opportunities for short-term partnerships to tackle specific, short-term projects.

Time Frame: On-going

Strategy 8C: Employ a variety of marketing strategies to attract new businesses, housing developers and residents to the community. (See Chapter 3: *Implementation* for details.)

Actions:

- Focus marketing tools on a variety of audiences including Northside Village residents as described in Chapter 3.

Time Frame: Short Term

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- Take advantage of existing publications such as civic association newsletters, Avenue CDC newsletters or web site.

Time Frame: Short Term

- Solicit ideas from the community for a neighborhood logo.

Time Frame: Short Term

Strategy 8D: Take advantage of a wide range of financing opportunities available from the public, private and non-profit sectors (see Chapter 3: *Implementation* for details).

Actions:

- Leverage existing programs and investments whenever possible.

Time Frame: On-going

- Increase grant opportunities by identifying local non-profit organizations with 501c3 status (IRS) as potential “pass-through” organizations.

Time Frame: Short Term

- Encourage local community development corporations to seek loan opportunities through the Federal Reserve and the Federal Home Loan Bank regarding the Community Reinvestment Act.

Time Frame: Mid Term

- Research funding opportunities described in Chapter 3: *Implementation*.

Time Frame: Mid Term

- Identify portions of the Plan that overlap with the mission and goals of the Greater Northside Management District

and work with the District to leverage funding opportunities for implementing these measures.

Time Frame: Mid Term

- Make infrastructure improvements identified in the Plan a priority in the City of Houston’s Capital Improvement Program. The Northside Village Super Neighborhood Council might accomplish this by including infrastructure improvements identified in this Plan into the annual SNAP (Super Neighborhood Action Plan).

Time Frame: Short Term

- Make use of the City of Houston Planning and Development Department’s *CBO Toolbox* and Neighborhood Technical Assistance Center to identify grant opportunities and programs available for community improvements.

Time Frame: Short Term

Chapter 3 Implementation

Chapter 3 - Implementation

The *Northside Village Economic Revitalization Plan* contains short-term and long-term strategies requiring varying levels of resources and activities for implementation. Several strategies build upon programs and services already underway in the community, such as the Weed & Seed program. The recently completed Social Compact Inc.'s *Houston Neighborhood Market Drill Down* and Environmental Simulation Center's 3D Virtual Reality tool also provide the community with valuable mechanisms to support implementation. To successfully achieve the long-term vision of the Plan, implementation efforts in Northside Village should focus on three basic principles:

(1) Building Partnerships

Many of the goals of the Plan are shared by several organizations/agencies in the community. Building partnerships to achieve a common goal will make the most efficient use of available skills and resources.

(2) Marketing/Outreach

Development of the Plan was based on building community consensus and active participation of stakeholders in the community such as residents, businesses and public/non-profit agencies. However, to make the changes called for in the plan, a marketing campaign targeted at a wide audience will go a long way in ensuring the success of implementation efforts. For example, presenting the *Drill Down* report results to potential investors can help attract economic development to Northside Village.

(3) Financing Options

The Plan recommends revitalization strategies for transportation, housing, land use, economic development, etc. Identifying and leveraging financial opportunities and options are critical to meeting the full scope of improvements outlined in the Plan.

This segment of the Plan will describe how these three basic principles define the strategy for implementing the *Northside Village's Economic Revitalization Plan*.

Partnerships

Partnerships support community-wide capacity building in organization, knowledge, experience and skills to address community issues and leverage funding. Partnerships can be created for a specific project or a set of projects; they can be short or long term, formal or informal. They allow a community to undertake activities that otherwise might not be possible, or that might be beyond the means of the community organizationally, financially, or time-wise.

The partnership process begins with the identification of stakeholders for a given issue and proceeds as the stakeholders come together to identify individual and collective resources. Partnership building should become an ongoing activity by community organizations.

This section of the Plan lists examples of existing and future, potential partnerships in the Northside Village. The existing partnerships, though not created specifically to accomplish the aims of the Plan, can still serve as vehicles to implement some its recommendations.

Existing Partnerships

Northside Village Super Neighborhood Council

The Northside Village Super Neighborhood Council, formed in October 2001 is a grassroots organization created under Mayor Lee P. Brown's initiative of neighborhood-oriented government that provides a "forum

for neighborhood collaboration and opportunities for the community as a whole to develop a neighborhood plan and prioritize their needs”. The Super Neighborhood Council can function as an umbrella organization by identifying potential partnerships and initiating project implementation efforts. For example, the Northside Village Super Neighborhood Council is partnering with 12 other Super Neighborhood Councils to address issues common to the neighborhoods.

The Northside Health & Medical Corridor

The main participants in this partnership are La Nueva Casa de Amigos, Casa de Amigos, the county’s Mental Health & Mental Retardation Authority, and Northside Redevelopment Center. This partnership can lead to the establishment of a new primary care clinic, the coordination of facilities and service, and new services such as adult dental, mental health, primary care, and wellness. The Northside Village will gain from the establishment of a corridor with significant public health care facilities that can be an economic stimulus to the area.

Avance Head Start Program and Reaching Our Community Inc.

A partnership is underway between the Avance Head Start Program and Reaching Our Community Inc. to intensify recruitment of families qualifying for participation in the Individual Development Account program by the Houston Community College System and Covenant Capital. Gulf Coast Human Services operates another program that may be incorporated into this initiative.

Urban Business Initiatives Inc.

The relocation of Urban Business Initiatives Inc. (UBI) to the Northside Village provides small businesses an

opportunity to access technical assistance from this volunteer organization. UBI provides management consulting services to businesses in the inner city; its clients are located within the federally designated Enhanced Enterprise Community. Plans are underway to evaluate methods that optimize business development and direct community development.

Potential Partnerships

Civic Associations & Other Institutions

Civic associations could institute a broad-based partnership with various institutions to: 1) provide new affordable housing; 2) provide information to first-time home buyers about the need for good credit and the home-buying process; 3) connect potential buyers with agencies that will assist with down-payments, etc. Such a partnership could include the Super Neighborhood Council, the Credit Coalition and Consumer Credit Counseling Service, the Northside Redevelopment Center, Avenue CDC and the City’s Housing and Community Development Department.

In addition to these activities, future partnerships could be formed to foster various forms of economic development.

Day Laborer Services

The Social Compact’s *Houston Neighborhood Market Drill Down* data indicates a sizable cash economy of approximately \$45.4 million or 16.0% of aggregate household income in the area. A portion of this cash income is generated by day laborers.

In Northside Village, as in other areas of the city, day labor hiring is seen as a problem. Residents report that they

often feel unsafe where the laborers congregate waiting to be hired. To address this issue, the Northside Village could explore the First Workers Corporation Center concept implemented in Austin, Texas. The center was organized as a non-profit organization, for the purpose of benefiting the day laborers, while at the same time calming resident fears for the neighborhood. The center is used as a registration place for contractors and laborers and provides banking and other services to day laborers.



In Northside Village, a non-profit corporation similar to the Austin model could be created through a community partnership to establish a similar center. Possible partners could include the Northside Redevelopment Center, Houston Community College, Houston Police Department, local banks, Urban Business Initiative, Inc., and the Houston Literacy Council. “Down” time for workers could be used as learning opportunities with classes on a variety of subjects, including learning English as a second language, literacy, learning how to become a contractor and learning about the banking system, etc.

This non-profit could become a source for community service work. Low-cost lawn care, landscape maintenance and trash clean up services could be contracted for community maintenance. Home repair and maintenance services to the elderly, as part of a coordinated campaign for home improvement, could be undertaken through this corporation.

Northside Village Small Business Incubator

The Northside Village can take advantage of the opportunity to create a small business incubator. By encouraging businesses with a family, small-neighborhood orientation, such a facility can enhance the economy of the neighborhood. A small business incubator is an organization of services designed to nurture young businesses. It allows entrepreneurs to start up a small business and test the “waters” at lower costs, and at the same time, brings new economic development into the community. A wide range of services can be offered to entrepreneurs within an incubator, including management assistance, access to financing, technical support services, affordable work-space, etc. Using a concept similar to that of the Mercado La Paloma, (Esperanza neighborhood, Los Angeles, California) a small-business and community service incubator could be developed to provide a place for local entrepreneurs to start businesses that would attract consumers from downtown and the surrounding area.



The Mercado La Paloma project involved the redevelopment of a vacant, deteriorated 34,000 square foot, two-story warehouse and adjacent 1/2 acre plaza and parking area into a premier neighborhood gathering place.

At Mercado La Paloma, in Los Angeles, the first floor marketplace serves as a small business incubator and provides space for local entrepreneurs that specialize in food services, handmade goods and other services. Start-up financing, inventory training, technical assistance and group marketing is made available to tenants. The Mercado also contains conference and meeting facilities for workshops, special events and private parties. Community services include nutrition classes, business training, art workshops for children, after-school tutoring, a kid's reading nook and natural science exhibits, as well as, a non-profit art gallery where local artists can exhibit their work for free and space for nonprofit community organizations (a 10% commission on each sale reverts to the Esperanza Corporation). In addition, a computer lab with 21 stations is available.

To ensure the success of such a venture in Northside Village, a small-business incubator should:

- Market the area to draw patrons from the downtown, nearby and local residential markets.
- Create a “second-floor capacity” which would house business-oriented organizations and firms that provide technical assistance and business services (such as book keeping, legal services, etc.) to service small-businesses in the incubator as well as other local businesses.
- Ensure, through a mission statement, that products and services are sufficiently diverse to appeal to different, distinct markets (downtown, the Heights, etc.). Events such as fairs, farmers' markets, garden shows, etc., should be used to showcase the neighborhood, as well as, provide an attractive venue for consumers.

Northside TeleVillage

Telecommunications networks can be used as a substitute for much larger bricks and mortar development. This

concept has been implemented successfully at the Blueline TeleVillage in Compton California. The TeleVillage concept could allow Northside Village many of the benefits of a large community center without the corresponding costs. Siembab Planning Associates reports that a TeleVillage, for instance, can provide the functionality of a 10,000 square foot branch bank in a nine square foot space occupied by an ATM. Telecommunication networks can be used to import many different functions in a 50,000 square foot community building which would contain the functions and activities that would normally occupy 200,000 to 500,000 square feet.

Specifically, the TeleVillage concept combines the functions of shopping center/civic center/transit stop. This concept provides a good fit with Northside Village's efforts to create transit-oriented mixed-use development that can capitalize on potential light rail expansions. The TeleVillage principle is advocated by the Federal Transit Administration (FTA) and is at the heart of joint development programs with public transit agencies. Transit-oriented development, livable communities, compact development and smart communities are all compatible with the TeleVillage concept.

A Northside Village TeleVillage could become a key long-term community-development catalyst. It can provide consumer and business services, worker training, education programs and teleworker opportunities in support of the *Northside Village Economic Revitalization Plan*. By capitalizing on transportation connections (rail, local bus, regional transit – rail or bus), the center can attract community members and regional patrons alike to consumer businesses and public services located in the TeleVillage.

TeleVillage management could establish policies to maintain a mix of public and retail services responding to market and community priorities. For instance, reproduction services (such as Kinko's or AlphaGraphics) may find the TeleVillage an ideal location. Businesses finding their way into the new Near Northside consumer market might test the market from the TeleVillage.

The Northside TeleVillage could support community development campaigns. Civic associations can set a 100% computer literacy goal, provide TeleVillage membership through association fees (including free email address), and sponsor introductory classes at the TeleVillage—possibly provided by the Houston Community College and Latino Learning Center. Online worker-skill training is feasible through the Technology for All, Inc. curriculum.

Strategies such as these can be part of the community goal to stabilize and increase income through skill building, increased understanding of personal finance, loan qualification, and other types of self improvement. Similarly, the Houston Community College's online financial literacy courses can become part of the community strategy to retain community members facing increasing property taxes and needing to qualify for bank equity loans for home improvements. The community college's video library may also be available through TeleVillage for self-improvement.

The Social Compact *Houston Neighborhood Market Drill Down* data introduced elsewhere in this report (see Appendix C) shows that 43.9% of the households in Northside Village do not have a documented banking relationship. The TeleVillage could capitalize on this fact

as Telebanking becomes feasible (especially through their bill-paying services). A branch bank also may be possible as well as a Reliant Energy bill-paying computer kiosk.

TeleVillage is not limited to these suggested uses; the concept is adaptable to community priorities. It is a way to apply technology to solving pressing community economic development problems. TeleVillage integrates public services, consumer conveniences, transportation and information provision with commercial activity.

Marketing/Outreach Approach

Marketing involves informing an audience about some community feature, encouraging or changing a certain impression of the community and/or achieving a specific action, such as new investment in the community. Marketing efforts should be geared primarily towards three activities:

(A) Definition of Product

The product can be the *Northside Village Economic Revitalization Plan* or the *Houston Neighborhood Market Drill Down* or any specific component of the plan such as the *Urban Design Guidelines* to be marketed within the Northside community and/or the greater Houston region.

While the Plan outlines short term and long term strategies for land use, transportation, housing, urban design guidelines etc, the Drill Down Study provides valuable and specific data about population, income levels and potential markets that intend to spur economic revitalization by attracting investors, businesses and developers. In summary, the Social Compact findings indicate the Northside Village has:

- A larger population and number of households than

reported in Census 2000

- A very robust retail market
- Mainly a young Mexican and Mexican American growth market (85.5% of total population)
- Very substantial untapped opportunities including a large market (43.9% of households) without banking connections
- 605 businesses generating more than \$1.2 billion in revenues
- A destination market reflecting a retail sales volume of \$250 million
- A significant cash economy of \$ 45.4 million – 16% of the aggregate household income of 284 million

These findings suggest multiple opportunities for revitalization of the community. (See Appendix C for more information)

(B) Identification of Audience

The second step is to identify the audience most likely to benefit from the critical strategies the Plan recommends. Defining the audience at the outset of every marketing effort is important, as different segments of the community have varying access to information and different ways of communication.

The Northside Village Super Neighborhood Council can take the lead in marketing the Plan to neighborhood residents who should be knowledgeable about the plan. Local residents should have firsthand information for a marketing campaign to be successful.

Equally important are potential investors in the Northside community: developers, businesses and bankers. This type of audience will need a more focused, possibly one-on-

one approach, as compared to a general community-wide outreach effort.

(C) Selection of Marketing Tools

There are many tools available for marketing efforts: 3D Virtual Reality presentations, brochures, websites, etc. Use should be based on the audience to be reached.

(1) Brochures

Individual organizations should extract the relevant portions of this report applying to their interest areas (along with recommendations) and produce low-cost brochures. For example, a civic association may want to inform its members about sidewalk, ditch, and nearby corridor improvements.

(2) Newsletter/Serialized Articles

The entire report can be serialized into easy to read articles for insertion in civic association newsletters.

(3) Abbreviated Report

The Super Neighborhood Council should work with the Greater Northside Management District and/or the Northside Chamber of Commerce to sponsor a short, concise version of this report. Different from the brochures referred to earlier, this is intended to be a non-technical promotional report, similar to an annual report that highlights the sections in an easy-to-read format. For instance, bankers might see the opportunity for new branches or applications of the Community Reinvestment Act. Developers and CDC's might see home construction possibilities, franchisers will see potential locations near the commercial corridors, and retailers will see a neighborhood-centered commercial hub to access various parts of the city.

Differing interests can then see where each approach might fit into Northside's future. This marketing piece would also serve as the first major effort to position the community in the context in which it wishes to be perceived.

(4) Website

The Super Neighborhood Council or the Northside Redevelopment Center can take the initiative in developing and maintaining a website for community development activities. On it, community residents and others can monitor what is occurring on various projects. It may be possible to use the website as a tool to keep the general community focused on the visioning and the practical recommendations that resulted from the planning process.

(5) 3D Virtual Reality tool

The 3D Virtual Reality tool can be used to demonstrate a neighborhood model with different design options for future development. This tool has been used in the development of urban design guidelines for commercial corridors in the Northside Village (See Chapter 5: *Urban Design Guidelines*). A completed model displays the streetscape environment for the corridors based on community preferences and priorities. This model can be a critical component for marketing the guidelines and securing acceptance from stakeholders.

(6) Presentations

Apart from various forms of publications already mentioned, the Super Neighborhood Council can take the initiative to make presentations of the plan to stakeholders involved in implementation. For example, the urban design guidelines for the corridors should be presented to local business and property owners and to potential developers to make them aware of the community consensus relative to community character.

These tools support campaigns to initiate local actions. A "meta-community initiative", not unlike a fund drive or a blood drive, is needed to reach every person in the community to:

Share information assuring that every person has basic knowledge about future plans for the community and about how they can become informed about the initiatives planned.

(7) Change Negative Perceptions of Neighborhood

Use *Drill Down* data to convince investors that actual capital in the community is larger than indicated by traditional data sources and there is potential for private investment from the community itself. For example:

- Northside's aggregated household income is over \$284 million. Four banks serve a ratio of nearly 2,500 people per bank;
- there are over 600 employers (200 of which are retail businesses) in the area.
- there is home equity held by the 6,755 residential buildings.

Chapter 4

Economic Development Node Plans

Chapter 4 - Economic Development Node Plans

In Chapter 2: *Revitalization Strategies*, Economic Development Node Plans were introduced. This chapter focuses specifically on the Economic Node Plans and how they can be used to foster economic development within the Northside Village.

These Economic Development Node Plans (EDN Plans) put forth possible, economic-development scenarios for revitalization, focusing on an area $\frac{1}{4}$ mile around a major commercial intersection. These EDN Plans present development options based on community priorities, as well as, physical improvements that can spur economic development by making the area more inviting, convenient and livable (improvements may include pedestrian amenities such as improved sidewalks and trees, more transportation options and better connections to the rest of the community). Several economic development nodes were identified in the Northside Village:

- **Economic Development Node 1 (EDN1) and Economic Development Node 1A (EDN 1A).** EDN 1 includes the area along Main Street from IH 10 to Boundary Street and focuses on the intersections of Main Street with Quitman Street and Hogan Street. EDN 1A focuses on Main Street and the Hardy Rail Yard, just north of IH 10.
- **Economic Development Node 2 (EDN 2)** is located along Irvington between Hays Street on the south, and Cavalcade on the north. This node plan focuses around one of the largest tracts of land offering redevelopment potential – the American Freightways facility on the east side of Irvington Street at Patton Street.

EDN 1 and EDN 1A are part of the Main Street Corridor Revitalization Project area and are identified in the *Main Street Corridor Master Plan* as a potential location for a regional transit hub and an important gateway into downtown (The Main Street



Northside Nodes

Corridor Revitalization Project is an initiative to create a signature transit and pedestrian oriented corridor along Main Street. *The Main Street Corridor Master Plan*, developed in 2000, is the guide for the revitalization of the corridor and for creating a unified

corridor that recognizes the unique traits of each distinct area within the larger corridor).

Within the Main Street Corridor area, a light rail system is under construction, which has the potential to be extended into the Northside Village. Therefore, a key component of the Economic Development Node Plans is light rail transit. While these nodes can function well even without light rail, an extension into the Northside Village's major commercial corridors would provide tremendous benefit to the community. The vastly improved access to downtown via the light rail system would not only increase the area's desirability as a regional destination but would also serve to attract corresponding economic development opportunities.

Presently, METRO is undertaking feasibility studies to determine the best possible alignment for this extension. One potential alignment is through the center of Northside Village. The community's preferred alignment (see Chapter 3: *Implementation* for more details) connects existing commercial centers and proposed nodes.

Economic Development Node 1 (EDN1)

Because of existing development in the area and the construction of a new elementary school, this area (Main Street between Boundary and Quitman) holds much potential for redevelopment, especially for professional and medical services. Two major clinic facilities, a bank, the Salvation Army and Lamar/Lee Elementary School currently anchor this node. A newly-opened Head Start program, the Northside Redevelopment Center and town homes currently under construction have joined the mix of uses in this node.



Node 1: Main Street
Revitalization Opportunities (EDN1)
Quitman Street Area. Potential for new development and revitalization exists at this intersection with the stage set by current, new development, historic structures that could be



Main St. - Current



Main St. - Potential

rehabilitated and/or vacant or underutilized sites. Potential types of development include school supply shops, pharmacy, professional offices and medical services and some specialty uses. The proximity of the Harris County courts, approximately a mile to the south, provide opportunities to attract and support industries for the legal community. In addition, there is opportunity for commercial development that presently exists within the residential neighborhoods to relocate along the major corridors – Main Street, Quitman and Hogan. Hogan and Quitman provide especially good opportunities for the type of neighborhood scale-retail that the community desires.

Hogan/Main Area. The southeastern quadrant of the intersection of Hogan and Main Street present different opportunities. Currently occupied by light industrial, commercial and metals

recycling, this area presents an opportunity to bring new housing – of all scales and types, including a focus on housing for college students attending nearby University of Houston Downtown– into a corner that long ago transitioned to less desirable and compatible uses. New residential development could also border the edges of White Oak Bayou, providing unparalleled vistas of downtown. While new retail and services will be secondary to the projected residential, the existing clinics would benefit from additional professional offices along with support services such as pharmacies and medical testing and laboratory operations along Main Street.



Main St. - Future

Concentrating commercial development and non-compatible uses along the Corridor and out of the interior of residential neighborhoods would stabilize them. Moreover, new development and redevelopment could stimulate improvement of residential areas adjacent to commercial corridors.



Node 1A: Main Street

EDN 1A: Main Street & Hardy Rail Yard

Economic Development Node 1A lies to the south of EDA 1 and encompasses a large tract of land (approximately 50 acres recently purchased from Union Pacific), now under single ownership and prime for redevelopment.

Revitalization Opportunities

This area's proximity to downtown provides significant potential for mixed-use redevelopment with densities that approach those of Downtown and the Midtown areas.

Re-use of Existing Buildings

The site contains multiple turn-of-the century equipment, repair shops, a roundtable and locomotive sheds, miscellaneous service buildings, refueling stations and 1940's and 50's era rail administrative structures. The existing structures present multiple opportunities for adaptive reuse (modifying the existing structure and using it for new uses such as shops or residential lofts). These could be uses ranging from rail museum to multi-use containing retail, service and housing. Artist studios (taking advantage of the existing art colony immediately south), craft workshops and local manufacturing/small industrial incubator spaces could also be located here and are particularly desirable to the Northside Village.

Mixed Use. The rail yard provides substantial potential for new housing, mixed-use, corporate campus environments ranging from office to business-technology to light-industrial/heavy arts/crafts/publishing uses, plus the educational community. The Fulton Street extension through the rail yard would provide new access and stimulus for growth from Downtown. Supporting this reconnection to downtown would be the reconnection of Hardy Street on the ground at the eastern end of the rail yard. Existing rights-of-way provide a smooth connection to McKee Street and into the Ballpark neighborhood of downtown.

Chapter 4 - Economic Development Node Plans

Residential Development. The areas within the northeast quadrant of the rail yard present the greatest potential for new residential development. This area's proximity to existing historic housing stock, combined with its greater distance from IH 10 (buffered by the uses developed south of the rail lines), creates an opportunity to establish residential development of varying densities, types and price ranges.

Commercial Uses. The southern blocks between IH 10 and the rail lines provide ample opportunity for freeway-connected uses ranging from corporate office type campuses to business and technology centers. Existing publishing and arts establishments

could be expanded through the addition of audio and visual (sound and motion picture) production facilities. The area immediately south of the rail lines presents opportunities for light manufacturing and heavy arts development. The existing rail building stock provides the greatest opportunities for redevelopment that could range from arts to light manufacturing to incubator spaces for new start-ups within the technology and specialty manufacturing arenas.

Historic Preservation. These same buildings provide a unique opportunity for the city to celebrate its rail history. A rail museum and working restoration – repair shop enhanced by a sightseeing train operating from the Northside Village Rail Museum Yard would attract visitors from Houston and beyond.

Transportation and Access. Transportation within and around the rail yard leaves much to be desired; streets either dead-end at the edge of the property or where they do cross the active rail lines, are subject to lengthy blockages. The only non-interrupted streets are Main - via the underpass and the Hardy-Elysian pair - which are elevated and not pedestrian friendly. Due to the nature of its past usage, the rail yard effectively established a barrier between Northside Village and areas to the south.

To eliminate this barrier, which separates the Northside Village from downtown and stifles development, it is critical that Fulton Street be extended through the rail yard to connect to San Jacinto Street at its intersection with IH 10. Along Main Street, removal of the existing tunnel and construction of two new signature bridges - one for the remaining two rail lines and one for Burnett Street - could radically change the character of the area and physically and visually connect it to downtown and provide a symbolic gateway into the Northside Village.





Node 2: Irvington Boulevard

Economic Development Tools

A number of economic development tools in the form of programs are available to the Northside Village. Most of these programs target businesses through technical and financial incentives, but

many provide direct benefits to the community at large such as job training, infrastructure improvements, and employment through local job creation. These tools include Tax Increment Reinvestment Zones (TIRZ), Public Improvement Districts (PID), tax abatements, the Enhanced Enterprise Community (EEC), Enterprise Zones (EZ), Brownfields Redevelopment Program, the Houston Small Business Development Corporation, and the One Stop Business Center. These and other tools can be found in the City's *CBO Toolbox* publication.

EDN 2: Irvington Boulevard

This node focuses on Irvington between Hays Street (to the south) and Cavalcade (on the north). Four (4) blocks into the adjacent residential neighborhoods on the east and west sides of Irvington are included corresponding to a quarter mile standard walking distance. This node emerged as an area of focus largely because of its central location and the redevelopment potential of the large existing freight terminal on Irvington and Patton, as well as; the strength of existing businesses in the area.

Today, the Irvington node contains pockets of active retail and restaurant development, side-by-side with institutional and heavy commercial. Intermingled along Irvington Boulevard proper are vacant properties, abandoned properties and automotive uses that are varied in their levels of development. Anchoring institutions range from an assisted living facility, two churches, restaurants, Looscan Elementary on the eastern edge, Irvington Park on the northeast corner and Clemente Martinez Elementary School and Moody Park on the southern end.

In the heart of this district is the freight terminal, on Irvington centered on the intersection with Patton Street, a site that currently raises safety concerns due to the volume of truck traffic and size



of the vehicles. Both freight forwarding services and equipment repair services take place on this site that encompasses an area equivalent to six (6) city blocks.

Revitalization Opportunities

Mixed Use and Transit-oriented Development. Because the freight terminal is one of the largest properties, as well as under single ownership and with potential for redevelopment, it presents the opportunity to create a pedestrian village square with adjacent parking. Contained within and around the square uses, such as

new assisted living (the current facility has a 2 to 5 year waiting list), a clinic with professional offices, medical services, a theater, medium-size retailers with small shops clustered around, restaurants, residential and additional office type space could be developed. Residential and office space could be developed above the ground floor retail, with service and restaurant uses providing a round-the-clock level of activity and occupancy. This concentration of uses next to light rail creates an optimum opportunity for a light rail station and transit-oriented development that can serve not only local residents but also those riding the rail or bus.

Immediately to the east of this development is a site known in the neighborhood as the “chicken plant” due to its previous use. Currently an abandoned eyesore, this property is a large city block that has redevelopment potential. The property could be converted into primarily residential development or other uses such as an artist’s residence and studio colony.

Commercial Development. On Irvington Boulevard, Patton Street, Collingsworth Street and Fulton Street, significant opportunities present themselves for new retail and service infill, rehabilitation of existing retail and services, and new restaurants.

Fulton Street, which is already a major commercial corridor in this neighborhood, in particular provides prime opportunities for new development and redevelopment. First, the shallow block face immediately across from Moody Park presents the opportunity for new, higher-density-housing development above ground-floor service and retail. A primary asset of this location is the view of the park, bayou and greenway beyond.

A second possibility for this area is the creation of a multi-modal transit stop (buses and light rail) on the triangular block between Fulton, Irvington and Collingsworth (see pictures). This strategically located block could service current bus lines, any



future light rail extension, the adjacent school and future retail development. Such a micro-node could attract additional residential and commercial development, presenting an alternative to the previously identified square at the freight terminal site.

Streetscape Improvements and Pedestrian Environment. With or without new development/redevelopment, key to creating the pedestrian-oriented environment desired by Northside Village residents is the physical improvement of the public street environment (sidewalk areas, esplanades and roadways) along the major corridors in the neighborhood. Combined with the

proposed urban design guidelines, the image and physical workings of the core of this Economic Development Node could change the image of the area considerably, making it attractive to new investment as well as provide a much-needed, pedestrian-friendly setting.

As suggested in the Chapter 5: *Urban Design Guidelines*, by changing the relationship of new or existing development to the street edge and bringing development right up to the property edge with the street, the atmosphere can change from being heavily automobile oriented to a vital, urban and more livable combination of the pedestrian and automobile.

Chapter 5

Urban Design Guidelines

Background

One of the Northside Village's major concerns has been how to encourage and attract new development and investment, while at the same time, maintaining those characteristics that reinforce and contribute to the "small village" feel of the area. Relative to this issue, the community identified several problems that threaten the preservation of the "small village" character and negatively impact the quality of life in the neighborhood:

■ **Current development is heavily automobile-oriented.** Northside Village is a neighborhood where walking to reach destinations within the community is a way of life. Although the neighborhood has many strong retail and service destination points, these are neither easily visible nor accessible by pedestrians without conflict with automobile traffic into and out of these businesses. The existing character of development in the commercial corridors is largely suburban in nature, typically set back 20 feet or more from the curb, with multiple parking lots. By and large, parking lots are immediately adjacent to the curb. As a result, pedestrians have to cross intense, automobile-traffic zones to get to the businesses.

■ **Street/sidewalk environment along the commercial corridors is not pedestrian friendly.** Disjointed sidewalks, lack of landscaping and pedestrian facilities, numerous curb cuts, often immediately adjacent to each other and inadequate lighting along large areas of the commercial corridors have created a generally unsafe and unfriendly walking environment.

■ **Incompatible land uses threaten the character of the residential neighborhoods.** In many areas of the neighborhood's major corridors, industrial and

commercial uses are located immediately adjacent to established residential areas. Heavy truck traffic often spills over into quiet residential streets creating a noisy environment and unsafe walking conditions. Operation of bars and cantinas also contribute to heavy traffic well into the night.

Only two subdivisions within the neighborhood have deed restrictions. Therefore, the community is concerned about the potential for infill development which may destroy the bungalow home, single-family character of the neighborhood. Of particular concern is the potential for the neighborhood being overtaken by development of large-scale, two or three storied, high-priced townhomes on single lots which are not in keeping with the character of surrounding single-family development.

The "Design Guidelines"

Because current development regulations do not exist which adequately accommodate the pedestrian emphasis and protection of neighborhood character desired by the Northside community, a set of design guidelines for new development and rehabilitation, broadly supported by the community and reflecting the community's vision, are part of this Plan. These guidelines identify development practices through which the neighborhood's goals can be achieved.

To develop the guidelines, several design and development alternatives were presented to the Northside community in workshops, where stakeholders identified the preferred design guideline that best enhanced and reinforced the 'pedestrian feel' of the neighborhood. These principles address many land development issues such as building setback, location of parking lots, design of storefronts, sidewalk treatment, lighting, pedestrian amenities and landscaping, etc. While individually each of these

guidelines can bring about an improvement of present conditions along the corridors, implementing these as a whole will help to realize the community's vision for a pedestrian-oriented Northside Village.

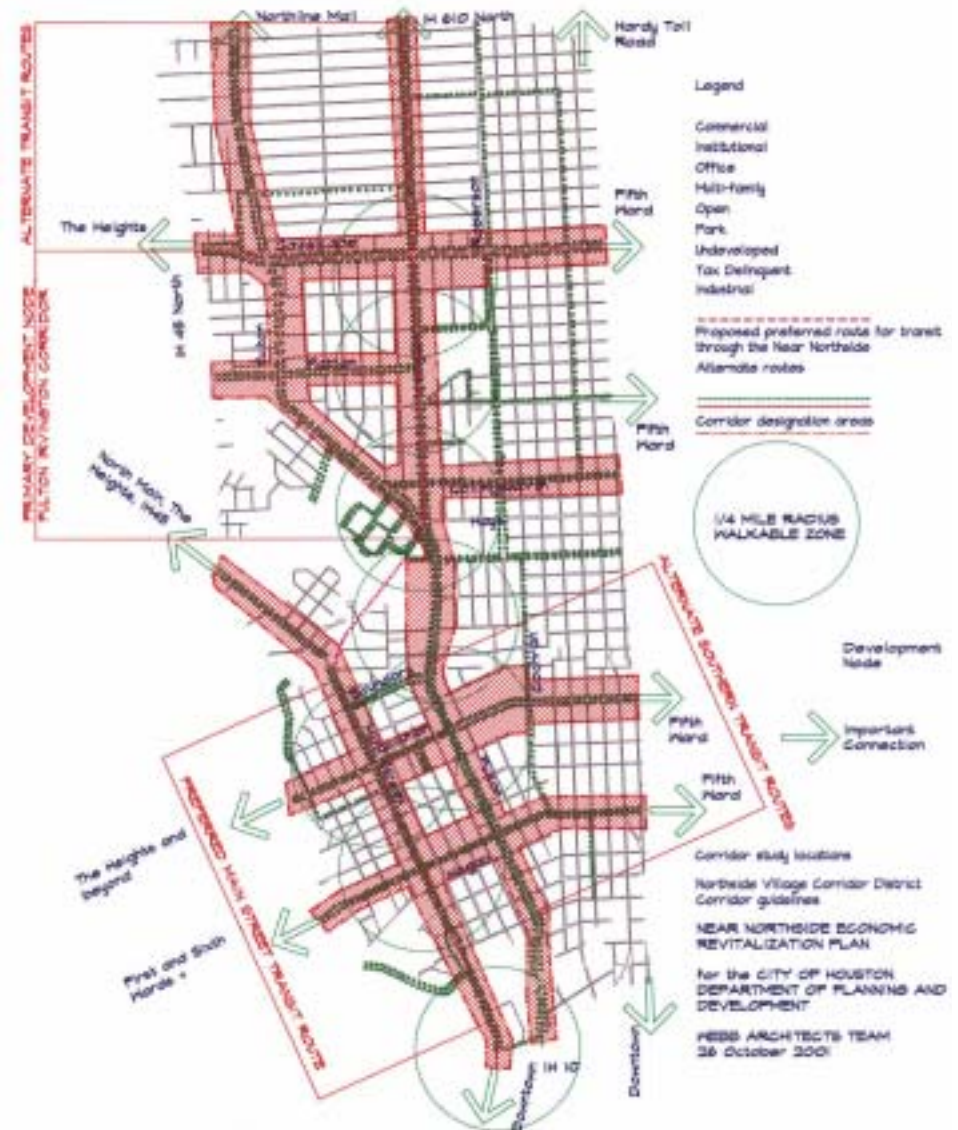
For the residential areas, the consultant team surveyed Northside neighborhoods and identified different types of historic and architectural elements that make the community unique. Based on the community's priorities, these were refined into specific design guidelines for housing.

Two overriding goals which reflect the community's values and their vision form the core of these design guidelines:

- (1) Encourage new, quality urban development along the community's major commercial corridors
- (2) Preserve the residential integrity of the community's numerous neighborhoods

The major themes which are addressed by these guidelines are:

- ✓ Develop pedestrian-friendly corridors; including:
 - Walkable corridors
 - Neighborhood Scale Service and Retail
 - Establishments
 - Linked Activity areas
 - 'Greening of Corridors'
- ✓ Protect Single -family Housing Character
 - Scale
 - Setbacks
 - Design of structure
- ✓ Protect Historic Resources



Corridor District Plan



Residential Area Plan

These features clearly establish the identity of Northside Village as a “Community for Pedestrians”. *Although highest priority was placed on pedestrian access, the community emphasized balancing vehicular needs as well.*

The Guidelines

Section A of this chapter “CORRIDOR DISTRICT PLAN” will focus on design guidelines for creating pedestrian friendly commercial corridors (N. Main, Fulton, Irvington, Quitman and Hogan) in Northside Village. Section B “RESIDENTIAL AREAS PLAN” will focus on design guidelines for preserving the single-family housing character in Northside Village’s unique residential neighborhoods.

SECTION A: CORRIDOR DISTRICT PLAN

Creating Pedestrian friendly Neighborhoods

The community identified key characteristics that would make Northside Village pedestrian friendly – these entail the creation of a safe, secure walking environment with ample neighborhood retail, service and recreational opportunities connected by a network of shaded sidewalks and bike paths. The following design guidelines address the community’s major areas of concern and provide direction for development to help in achieving the community’s vision. The guidelines include the following elements: 1) Parking; 2) Building setbacks; 3) Streetscape elements; and 4) landscaping.

ISSUE 1: PARKING

Parking in Northside Village is generally located in front of businesses and immediately adjacent to the public right-of-way. Typically, each business has its own individual access from the street, parking in the front setback, directly in front of the business and a parking lot that is separated physically from the adjoining business' parking lot. The result is multiple curb cuts in the sidewalk, often very close to each other and in some cases, right next to each other. Consequently, pedestrians face many traffic interruptions and unsafe conditions as they cross the sidewalk while motorists enter and exit the parking areas. In addition, to access adjoining businesses, motorists must drive from one parking lot to the adjoining one. To address this issue, the community supported the following guidelines:

Guideline 1.1

Locate parking towards the side or rear of the development instead of between the sidewalk and the building. Locating parking towards the side or rear of commercial establishments will heighten the attractiveness of the corridor to pedestrians by reducing the visibility of automobiles from the sidewalks. This will reinforce the corridor's identity as a continuous, walkable retail district rather than as a collection of isolated stores and businesses dominated by automobiles and parking lots.

The image on the top right shows typical commercial lot development with individual parking. The image on the bottom right shows the commercial block as a cohesive destination with parking on the side or rear of buildings.

Guideline 1.2

Combine and/or share parking where feasible. Because many of the adjacent land uses along the corridors generate peak vehicular traffic at different times of the day



Proposed development arrangement with parking at rear or side of buildings. and/or have different hours of operation, parking lots and access driveways for each can be combined and shared to reduce the total number of parking spaces needed for their operation. This will not only encourage more efficient use of available resources, but also allow customers to visit several businesses in one trip. Decreasing the need to move one's car when going from one activity point to another will reduce the need for additional curb cuts across the sidewalk, thereby enhancing the corridor's walkability and safety. Combined/shared parking can be achieved by:

- connecting parking lots towards the rear/side of buildings;

- removing or minimizing barriers, such as fences, bollards, or curbs between adjacent parking lots;
- limiting number of curb cuts along sidewalks and providing shared access driveways; and
- providing on-street parking where feasible.

Guideline 1.3

Design parking lots to facilitate pedestrian circulation, safety and create a pedestrian-friendly environment.

Parking lots and their design in the commercial corridors in the Northside neighborhoods are heavily auto-oriented. They prioritize the motorist's convenience and ease of access over pedestrian mobility. However, once motorists park their vehicles at their destinations, they become pedestrians themselves and face the same issues as pedestrians.

Sensitive design of parking lots can go a long way in transforming the corridors from auto-dominated to pedestrian friendly, eliminating the harsh and unsafe walking environment. This can be accomplished by:

- providing clearly marked separate walkways from parking areas to building entrances;
- landscaping interior of parking lots to provide shade and to break up large expanses of asphalt; and
- landscaping perimeter of parking lots to screen cars

ISSUE 2: BUILDING SETBACK

Along the primary commercial corridors in the Northside, buildings are located towards the back of the lots. This puts the pedestrians at a disadvantage, causing them to navigate through parked cars as well as vehicular traffic looking for parking spots to access the stores. In addition to this safety concern, locating buildings away from the sidewalks does not encourage pedestrians to access

businesses, as they have to cover a longer distance from one side of the street to the other. To address this issue, the community supports the following guidelines:

Guideline 2.1

Locate buildings close to the street instead of setting them deep into the lots.

Locating buildings close to the street will help both pedestrians and motorists alike, as the destinations will be clearly visible to both, allowing for easier access and orientation. It also reduces the distance that pedestrians have to travel from the sidewalks to the building entrance. In addition, it will create an uninterrupted 'street wall' of neighborhood businesses along the corridors. This will encourage increased pedestrian traffic,

This image illustrates the scenario with individual parking lots fronting the sidewalk and multiple curb cuts that disrupt the pedestrian experience.



This image shows the buildings fronting the sidewalk, creating a connected path between activities and a minimum number of curb cuts.



as the businesses will be easily accessible through short walking trips along a continuous sidewalk system. This can be accomplished by:

- maintaining 0' to 5' setback for buildings along the corridors;
- locating major building entryways immediately adjacent to the thoroughfare sidewalk; and
- connecting building entrances to sidewalk system.

Guideline 2.2

Develop street intersections as primary activity areas for pedestrians by concentrating neighborhood retail and services at street corners. Commercial corridors running north-south in the Northside neighborhoods generally intersect with secondary corridors running east-west. By concentrating buildings at the major street intersections and setting them adjacent to the sidewalk, the intersection is defined as a focal point along the corridors and as an entryways to the core business area of the neighborhood.

- Locating buildings and accessory uses (such as outdoor cafes) at street intersections
- Discouraging parking lots and service areas at street intersections
- Encouraging 0' to 5' setbacks along the corridors.

ISSUE 3: STREETSCAPE

The pedestrian environment along the commercial corridors is uninviting and somewhat intimidating. This is due in part to the fact that many storefronts/buildings along the corridors in Northside Village have blank facades and the ones with windows often have protective grillwork across them. In addition, the corridors lack pedestrian amenities, such as crosswalks, adequate lighting, landscaping, street furniture, etc. The following design guidelines for streetscape elements



A concentration of activities looking from a residential street and light-rail transit stop towards a corner of the corridor mutually reinforce each other.



around the intersection. The image on the left illustrates the lack of a visual destination for the pedestrian when commercial buildings are not concentrated at the corner. The image on the right shows a concentration at the corner, and clearly allows the pedestrian to see the destinations in the commercial corridors.

Chapter 5 - Urban Design Guidelines

will help in creating a safer and friendlier environment for pedestrians.

Guideline 3.1

Promote the use of large windows in structures located along the sidewalk. Storefronts/buildings that are 'transparent' and open out into the public sidewalk network create an environment that is of pedestrian interest along the streets. They generate increased pedestrian activity by encouraging 'window shopping' and create a safer walking environment by allowing 'eyes on the street'. In addition, they also allow easy identification of uses from the sidewalks helping both motorists and pedestrians.

Guideline 3.2

Use pedestrian scale design of streetscape elements such as pavers, lighting, banners, kiosks, signs, awnings and street furniture. Sensitive design of lighting

fixtures, street furniture and awnings of a pedestrian scale can create a very positive and pleasant environment for pedestrians, greatly increasing the comfort of walking and making the area more attractive and appealing. Clearly marked crosswalks, pavers, banners and information kiosks add to safety of the corridor experience by catering to pedestrian needs.

ISSUE 4: 'GREENING' OF THE CORRIDORS

While the residential neighborhoods in Northside Village are well established with mature shady trees lining its quiet streets, the commercial corridors offer a stark contrast with little or no landscaping and very few trees along the sidewalks. The glare from the asphalt in the adjacent parking lots combined with the harsh sun creates a very inhospitable environment for pedestrians. Landscaping along the network of corridors will create a pleasant and attractive environment and make walking or transit viable options for traveling in the Northside.



The image on the left shows the pedestrian experience with parking lots fronting along the sidewalk. The image on the right places activities along the sidewalk and incorporates landscaping, streetscape elements, and storefronts to look at and enter into.





In this photo, the residential area shown as a white block is shielded and separated from adjoining commercial-use parking lot through landscaping and/ or fencing.

Guideline 4.1

Create a landscaped network of sidewalks and bike paths along the corridors connecting neighborhood businesses and community spaces. An interconnected system of shaded sidewalks linking the businesses on the corridors with the residential areas and parks will provide an optimal environment for multiple activities such as shopping, walking, biking and recreation, and generate increased pedestrian traffic in the corridors. This can be created by:

- providing shade-giving trees along sidewalks in the corridors;
- integrating the sidewalk system along the corridors with walking/biking trails in the esplanades in the residential neighborhoods; and
- connecting the linear park system with the sidewalks.

Guideline 4.2

Create a buffer of hedges, shrubs and trees between incompatible uses such as commercial establishments and adjacent residential uses. Effective landscaping can minimize the impact of noise, lighting and traffic from commercial activity on adjacent residential neighborhoods. Adequate buffers that separate commercial activity and their associated parking lots and service areas from the residential neighborhoods can be created by:

- providing landscaping, fences and/or walls to separate residential areas from commercial areas when parking or service is located in the rear of commercial uses;
- shielding adjacent residential neighbors from the impact of site lighting and automobile headlights;
- minimizing intensively illuminated signage that faces residential areas;
- allowing access for servicing of commercial uses along an alley; and
- preventing the fronting of commercial uses along residential street block faces through the creation of covenants, deed restrictions, or district planning approaches.

SECTION B: RESIDENTIAL AREAS PLAN

Preserving Single Family Housing Character

As noted earlier in this Plan, Northside Village has a distinct, small neighborhood character, which the community wishes to preserve. Existing single-family homes and structures, including those that are historic in nature, are the foundation of this area's character. Therefore, these guidelines are intended to help preserve that

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character and as new infill housing occurs, encourage development in a manner that is compatible with neighborhood desires. The guidelines are intended to encourage new development while respecting the unique characteristics of the neighborhood. Compatible new development can strengthen and enhance existing older neighborhoods; new development does not have to dominate, overtake and change the character of the neighborhood. At the same time, these guidelines are applicable to the rehabilitation, additions and external remodeling of existing structures. This will ensure that the character of the area remains intact.

The guidelines are applicable to:

- (1) New, Single-Family Infill Construction
- (2) New, Multi-Family Infill Construction
- (3) Rehabilitation of Existing Buildings
- (4) Additions to Existing Buildings
- (5) Historic Housing

ISSUE 1: NEW, SINGLE-FAMILY INFILL CONSTRUCTION

Modest, low density, single-family structures with brick or wood siding are the dominant form of housing in Northside Village neighborhoods. Maintaining this character has been identified as a priority by the community and can be accomplished by continuing to observe existing neighborhood housing styles including building materials, scale, setback, architectural features and placement of garages.

Guideline 1.1

Housing shall be compatible with surrounding single family structures and ensure the integrity of the neighborhood through:

- attention to shape, size, materials, massing, and set back of new construction;
- placement of garages next to or behind main



Half-width projecting porch with portico



Hipped Roof



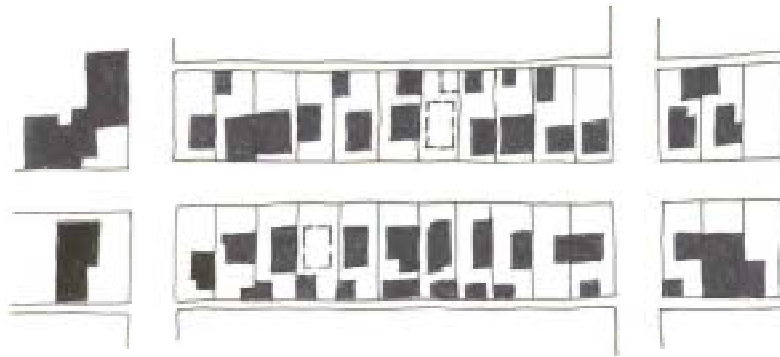
Full-width inset gallery porch



Double gallery porch



Small, recessed porch



Each block has an established relationship of how the buildings relate to the street. Primary structures (houses) are located closer to the street aligned with the predominant setback. Secondary buildings (garages) are located in the rear. Note: garages are located behind houses, dashed lines are infill opportunities.

structure (garages shall not occupy more than 50% of the building façade);

- construction of new structures with a width that is similar to other buildings on the block;
- placement of main entrances to face the street;
- alignment of front façade with other houses on the street; and
- use full or half width porches on new construction (See examples).

Guideline 1.2

The main structure shall reflect block character and be compatible with surrounding housing by:

- maintaining a height and width that is similar to those already established on the block;
- corner building height shall be similar to adjacent and nearby buildings; and
- to the extent possible, using raised pier and beam foundations.

Guideline 1.3

A new building shall reflect the period of the surrounding structures. This can be achieved by:

- avoiding the addition of architectural details from earlier buildings;
- matching roof pitches to the pitches on the block;
- locating garages similarly to those of existing homes;
- placing parking and service facilities in the rear;
- using similar building materials as those used on existing homes in new construction; and
- including porches (if surrounding housing has porches) that reflect existing architectural character.



Existing Corridor: Collingsworth



Collingsworth: Showing Redevelopment Potential

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Guideline 1.4

New housing shall maintain the prevailing single-family home setback distance from the street right-of-way.

- Determine the dominant setback characteristics of the block and duplicate

Guideline 1.5

Secondary Buildings (garages, outbuildings) shall be of smaller scale than the main structure and use the same building materials as on the primary structure.

Guideline 1.6

Maintain neighborhood character by preserving existing tree lines, saving mature trees and shrubs to extent possible particularly along the front of the structure.

ISSUE 2: NEW, MULTI-FAMILY INFILL CONSTRUCTION

Multi-family housing (as defined in this Plan) is a more dense type of housing, with examples ranging from a small duplex or quadruplex building to large apartment or condo buildings.



Opportunity for Multifamily housing, Frawley at Gano, existing chicken plant



Proposed Multifamily housing, Frawley at Gano, existing chicken plant site

Appropriately located, multi-family housing makes a good buffer; for example, a buffer between a commercial area and a single-family residential neighborhood.

Guideline 2.1

Locate large-scale multi-family housing in more urban/commercial type areas.

Guideline 2.2

Place smaller scale duplexes and quadruplexes with sensitivity to existing houses and according to infill design guidelines.

Guideline 2.3

Place new multi-family housing near existing services, such as bus stops, grocery stores, clinics and recreational facilities, and in underutilized commercial areas with easy access to transit.

ISSUE 3: REHABILITATION OF EXISTING BUILDINGS

The Northside Village contains a number of areas that have the potential to be historic districts as well as a number of location specific historic structures. Most of the housing stock consists of modest cottages rather than typically historic, high-style mansions. It is important to respect the historic nature of these homes; as rehabilitation of existing structures occurs, it is important to respect and maintain the historic nature of the neighborhood as it represents the community's past.

Guideline 3.1

Rehabilitation of existing buildings should, to the extent possible, maintain the historic character of the area by:

- Maintaining as much of the original building material and features as possible including:

- √Historic decorative elements
- √Eaves and rafter tails
- √Fish scale shingles
- √Porch columns
- √Porch railings
- Maintaining the rhythm and type of windows
- Repairing rather than replacing elements
- Repairing existing wooden windows whenever possible (wooden windows are well built and if repaired well, can last another 100 years)
- Window replacement when necessary should:
 - √Follow the pattern of the existing windows
 - √Avoid horizontal, commercial, or arched windows
 - √Replicate the original as close as possible

Guideline 4.4**Discourage enclosing the front porch.****Issue 4: ADDITIONS TO EXISTING BUILDINGS**

Additions to existing single-family structures will occur more frequently as more families are drawn to the area. To preserve and enhance the existing character of Northside Village neighborhoods, additions should be designed to complement the original structure and neighboring homes as well. This can be accomplished by respecting the building materials, scale, setback and architectural features of the existing structure.

Guideline 4.1**Place new additions in the rear.****Guideline 4.2****Keep additions simple and appropriate in size, shape, materials and detail.****Guideline 4.3****Additions shall not be larger than the primary building.**

Chapter 6

Historic Preservation

BACKGROUND

Northside Village has a long and colorful history dating back to the late 1800's. It was once part of the Fifth Ward, which was carved out of the First and Second wards north of Buffalo Bayou and east of White Oak Bayou (wards were once political districts; now, the term "ward" is used to describe a geographic area of the City).

Residential Historic Resources

The earliest plats were the Ryon (also known as Germantown), Chapman First and Irvinton (named after J. Irvin) plats. The Chapman First plat (1861) included the warehouse district south of IH 10 (see Appendix E for more detail about the history of Northside Village). Within these subdivisions are homes that reflect development of the period.

Transportation Historic Resources

In 1850, rail came to Houston and because of the availability of large tracts of undeveloped land, the Northside Village area became the site of the majority of rail lines and the Southern Pacific Railroad facilities in this part of the City. The earliest public transportation in this neighborhood was a mule-drawn car. This was followed in 1892 by electric rail service along N. Main (formerly known as Montgomery), which later was extended to a loop service, providing access directly to the Southern Pacific rail shops. The electric rail was replaced by jitney service and eventually absorbed by METRO bus service.

In 1913, the Main Street viaduct, designed by F.L. Dormant, opened and was hailed as the "gateway to the Northside". In later years, the McKee Street bridge provided another connection to downtown.

Nonresidential Historic Resources

A number of commercial buildings (dating back to the early 1900's), schools such as Jefferson Davis and Lee elementary and two cemeteries (Hollywood Cemetery and Holly Cross Cemetery) still stand today which contribute to the history of the area.

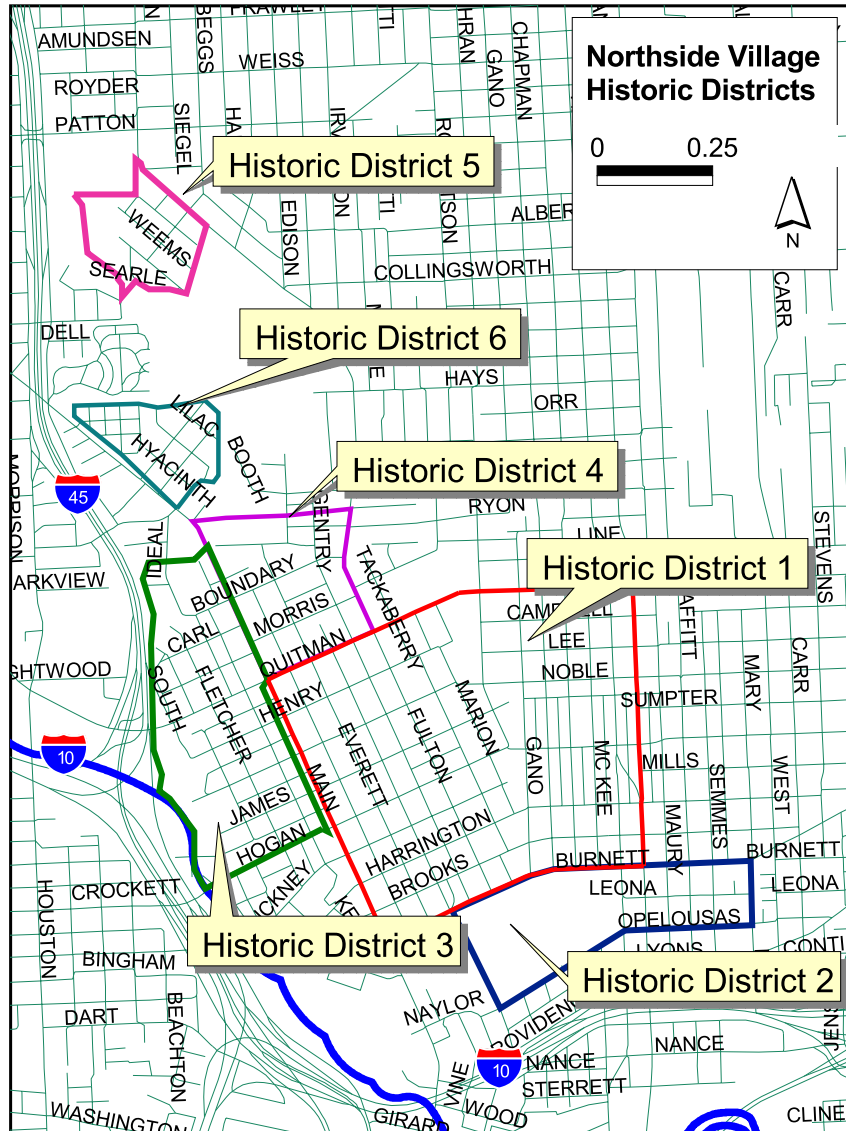
Potential Historic Districts

Within Northside Village, six areas have the potential for being designated historic districts. An area can be designated a historic district through the City of Houston's Historic Preservation Ordinance and/or through the National Park Service National Register of Historic Places. New construction, demolition and additions to structures within historic districts designated by the City are subject to design review by the City's Archeological and Historical Commission. The following six areas contain significant historic structures to merit further study to determine if they can be designated historic districts, either at the local or federal level.

Potential Historic District 1

This district is the largest proposed and may be divided into smaller districts. It is bound by Burnett to the south; North Main to the west; Quitman to the north and Elysian to the east. This district includes portions of the following 19th and early 20th century plats: Noble (1867), Little and Dickinson (1889), Cascara (1890) and A. C. Allen (1911). The streets within this area are aligned in a grid pattern that fans slightly to correspond to major established north to south streets: Montgomery (now North Main) and Fulton and to the western boundary of White Oak Bayou.

Houses in this area mostly date from the 1880s and 1890s, with a healthy influx of early 20th-century bungalows and some later Ranch style houses. The Queen Anne style of architecture (the dominant style for domestic architecture from 1880 to 1910) is the dominant form in this area. During the first decades of the 20th century, the style remained popular and Queen Anne style



elements (such as porches) are often combined with the Colonial Revival houses.

Potential Historic District 2

This proposed historic district is industrial and includes the Southern Pacific rail shop buildings. The boundaries are roughly Maury to the east, Burnett to the north, Chestnut to the west and Opelousas to the south. Many of the buildings of the Southern Pacific rail shops were constructed in the late 19th and early 20th centuries. A map of the city of Houston from 1882 shows land purchased by the Texas and New Orleans Railroad out of the

1703 Chestnut Street,
Mission German Methodist
Episcopal Church, ca. 1892,
now Jerusalem del Cladic.
Gothic Revival elements
include intersecting gables,
pointed arched windows



Elaborate Queen Anne
style house



Chapter 6 - Historic Preservation

William Burnett tract (below). Two years later, a convergence of tracks appears on an 1884 map and by 1891 the entire shop operation is visible on the bird's eye map.

Potential Historic District 3

This district, historically known as East Germantown, is residential in nature and encompasses the original Richter, Depenbrock, Schulz, Younger plats and parts of the A. C. Allen plat. The boundaries of this proposed district are White Oak Bayou to the north, Hogan to the south, IH 45 to the west; the eastern boundary is between North Main and Keene from Hogan to Quitman and then a jog to North Main from Quitman to the bayou. The neighborhoods in this area have many of the Queen Anne style cottages found in the rest of Northside Village, as well as; bungalows (early 20th century multi-family dwellings). Lee



*Southern Pacific Shops, early
20th century.**



Southern Pacific Shops 2001

Elementary School designed by Alfred C. Finn, and the Southern Pacific Hospital (now Thomas Street Clinic) are also located in this area.

Potential Historic District 4

This district is comprised of parts of the following plats: Droesche (year n/a), C. Allen (1911) and North Main St. (1912) plats. It is residential in nature and is located north of Quitman, East of N. Main, west of Fulton and south of Wilkes.

Potential Historic District 5 - Silverdale

This district encompasses almost all of the original plat of the Silverdale subdivision, platted in 1923 out of the Scott 500-acre tract. Originally, the neighborhood expanded across Fulton. Silverdale is a quiet neighborhood of modest bungalows and early 20th century cottages. This district's boundaries are: Moody Park on the east, Fulton to the north, Little White Oak Bayou to the south and the property line of the existing trucking service business on the northwest. This area is largely intact and has kept its historical character, due in part, to the fact that it can be accessed only through Fulton and Cottage Street. This coupled with the fact that many of the houses are owner-occupied gives the neighborhood a well-kept appearance. The large number of owner-



*An early 20th century
cottage with Colonial
Revival porch columns.*

**All historic maps and photographs courtesy Metropolitan Research Center, Houston Public Library.*



The Southern Pacific Hospital, originally called the Sunset Hospital, was built as a staff hospital for the Southern Pacific rail shops. The E-shaped plan of the building was popular at the time of construction in 1911 because it maximized the number of rooms that could have exterior windows, an important feature in pre-air conditioned Houston.



Lee Elementary, Alfred C. Finn architect. Finn, one of Houston's prominent early 20th century architects is best known for the San Jacinto monument (1935–38), the Gulf Building (1927–29), the Sam Houston Music Hall and Coliseum (1935–38 - demolished 2000) and the Ezekiel W. Cullen Administration Building (1947–50), at the University of Houston's main campus.



An example of a high-style bungalow at the corner Boundary & Everett.



Built in 1939, this multi-family brick building has the name Hildebrandt over the entry door. This was a common practice in the early 20th century to name buildings of this type after the developer or owner.

Chapter 6 - Historic Preservation

occupied houses and the neighborhood's small area is a plus in seeking historic designation.

Potential Historic District 6 - Glen Park

This unique neighborhood, Glen Park, was platted in the first or second decade of the 20th century. City directories show inhabitants as early as 1915. It sits on a bluff above Little White Oak Bayou and like Silverdale, is a gem of Northside Village. There are actually hills in this Houston neighborhood! Architecturally, the houses reflect their early 20th century construction dates and are largely bungalows and modest cottages. The streets are all named after flowers: Goldenrod, Hyacinth, Cosmos, Marigold, etc.



The first house built in Silverdale

Source: Silverdale resident, oral interview.



Unique 2-story Bungalow built in the 1930's by the German carpenter John F. Scholobohm. Houston City directories list John and Alvina Scholobohm at this address from the late 1930s to the late 1960s. Their daughter, Florence, was a keypunch operator at the Missouri Pacific Lines in the 1940s and 50s and then worked as a saleswoman for the W. T. Grant Company.

Appendix A: Glossary of Terms

Appendix A

Glossary of Terms

Buffer – An element such as trees or a fence that separates one land use (such as residential) from another, incompatible land use (such as commercial).

CPTED (Crime Prevention Through Environmental Design) – Guidelines for minimizing crime in public and private spaces by addressing measures such as lighting, shrubs, and fences.

Economic Development Nodes – Areas within ¼ mile of a major, commercial intersection.

Implementation – Carrying out a plan; making plan components reality.

Infill Development – Development of small vacant lots between already developed properties.

Mixed Use – Different uses such as commercial, residential, and office occurring in the same building or area.

Neighborhood Market Drill Down – Study carried out by Social Compact, Inc. that uses data sources other than the U.S. Census to identify hidden market potential.

Pedestrian Oriented – Focusing on making it easy for people to walk from one place to another in a safe and pleasant environment.

Scale – How large or small something is; often used to compare structures to surrounding area.

Setback – Distance between a structure and the street curb.

Super Neighborhood – A geographic area made up of several neighborhoods with a council (Super Neighborhood Council) of stakeholders representing various interests. The City of Houston is divided into 88 Super Neighborhoods as part of an effort to make city government more accessible to neighborhood residents.

SNAP (Super Neighborhood Action Plan) – Plan developed by Super Neighborhood Councils outlining infrastructure and other priorities for a Super Neighborhood.

Strategy – A plan of action for accomplishing priorities identified in a planning process.

Streetscape – Trees, sidewalks, lighting, benches, etc. located in the public right-of-way.

TIRZ (Tax Increment Reinvestment Zone) – Special Districts created by City Council to attract new investment to an underdeveloped or blighted area. Once created, taxes from new development in the zone are set aside in a fund to finance public improvements in that zone.

Televillage – Concept for using telecommunications (computers, ATMs, distance learning etc) as the hub for a community center.

Transit – Buses, trains, shuttles that move large numbers of people from one place to another.

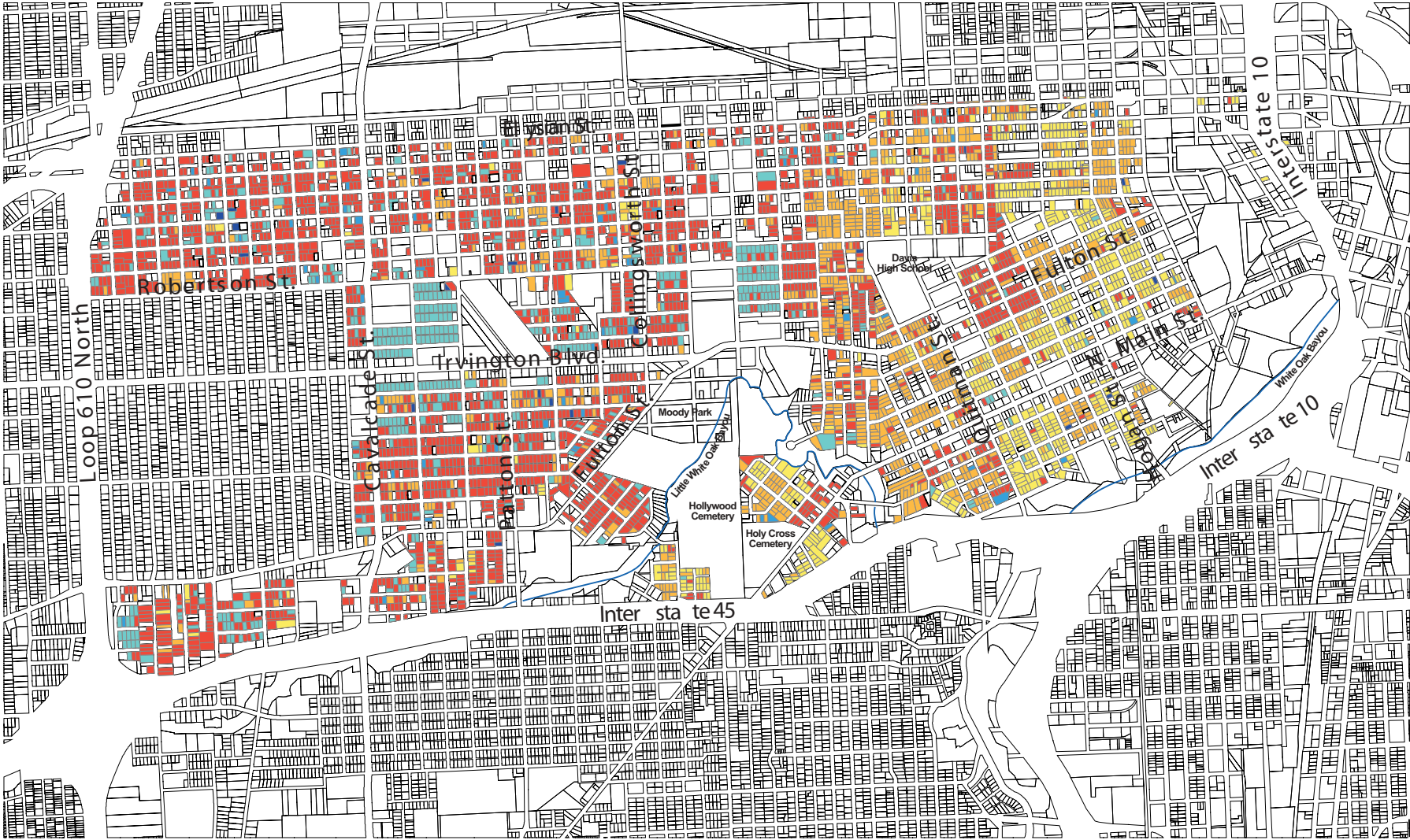
Transit-Oriented Development – A variety of land uses such as residential, commercial and office with easy access to transit stops.

Urban Design Guidelines – Suggestions for the design of new development and improvements to existing structures within the community.

Appendix B: Maps and Tables

Northside Village Economic Revitalization Plan

Map No. 1
Age of Single-Family
Housing



Legend

Year Built

- No Data
- 1880 - 1920
- 1921 - 1930
- 1931 - 1950
- 1951 - 1970
- 1971 - 1990
- After 1991

Source: City of Houston; Knudson & Associates based on Harris County Appraisal District Data (2000)

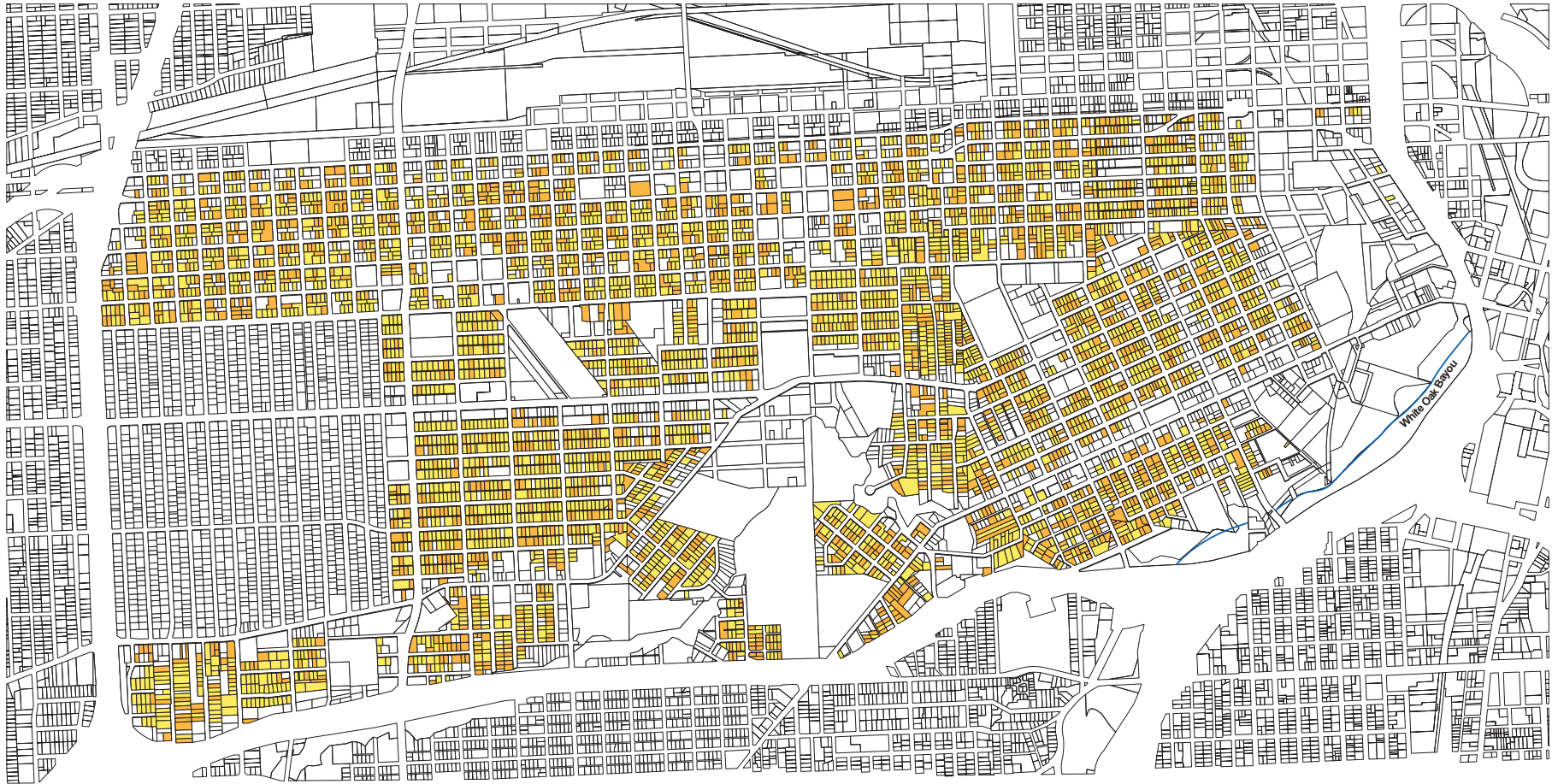


MILES

Near Northside Economic
Revitalization Plan

City of Houston

Webb Architects Team
June, 2001

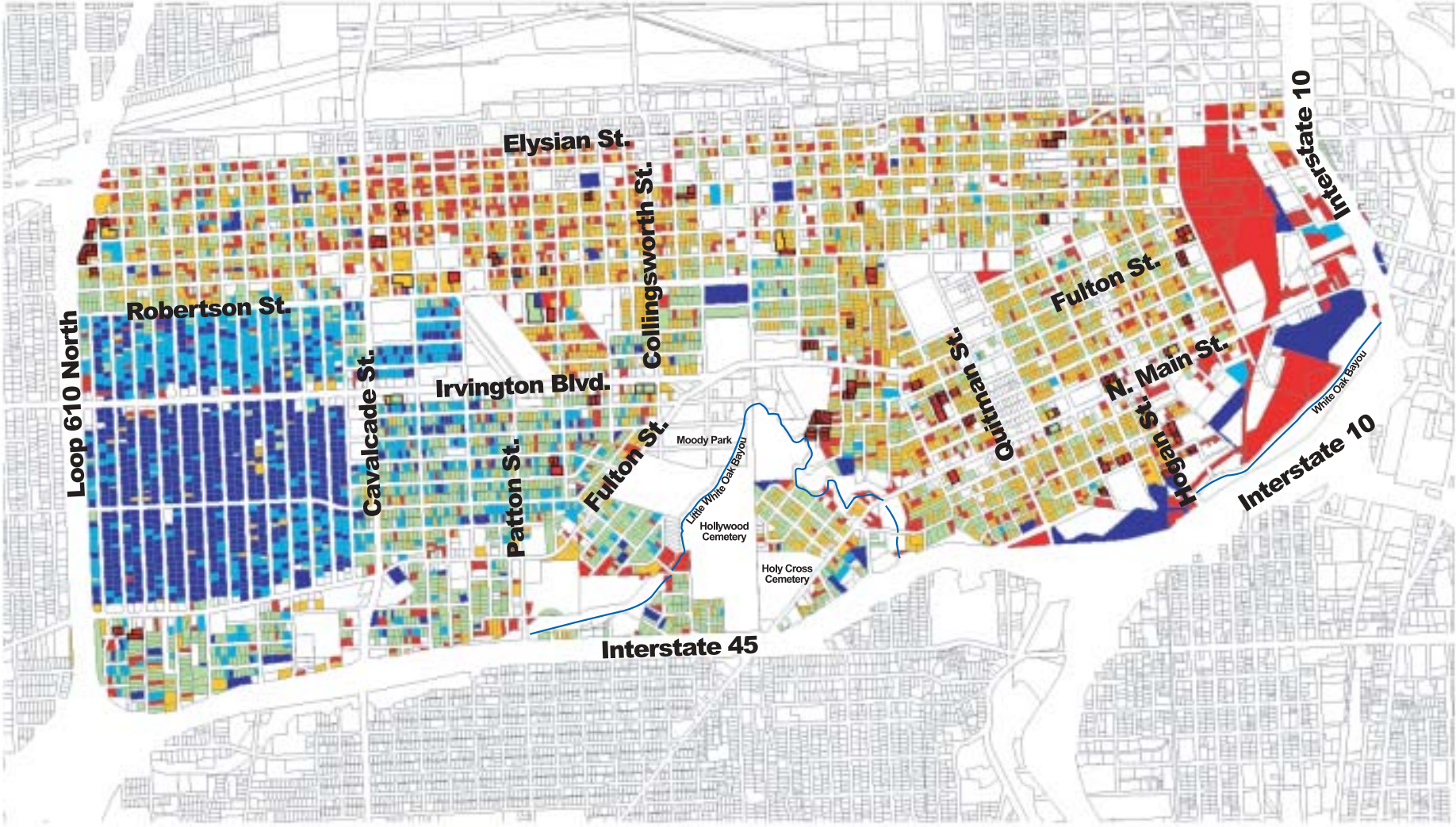


Map No. 2
**Tenure of Single Family
Properties**

Legend

- Owner Occupied
- Renter Occupied

Source: City of Houston; Knudson & Associates based on Harris County Appraisal District data (2000)



Map No. 3
Assessed Value of Single
Family and Vacant
Properties

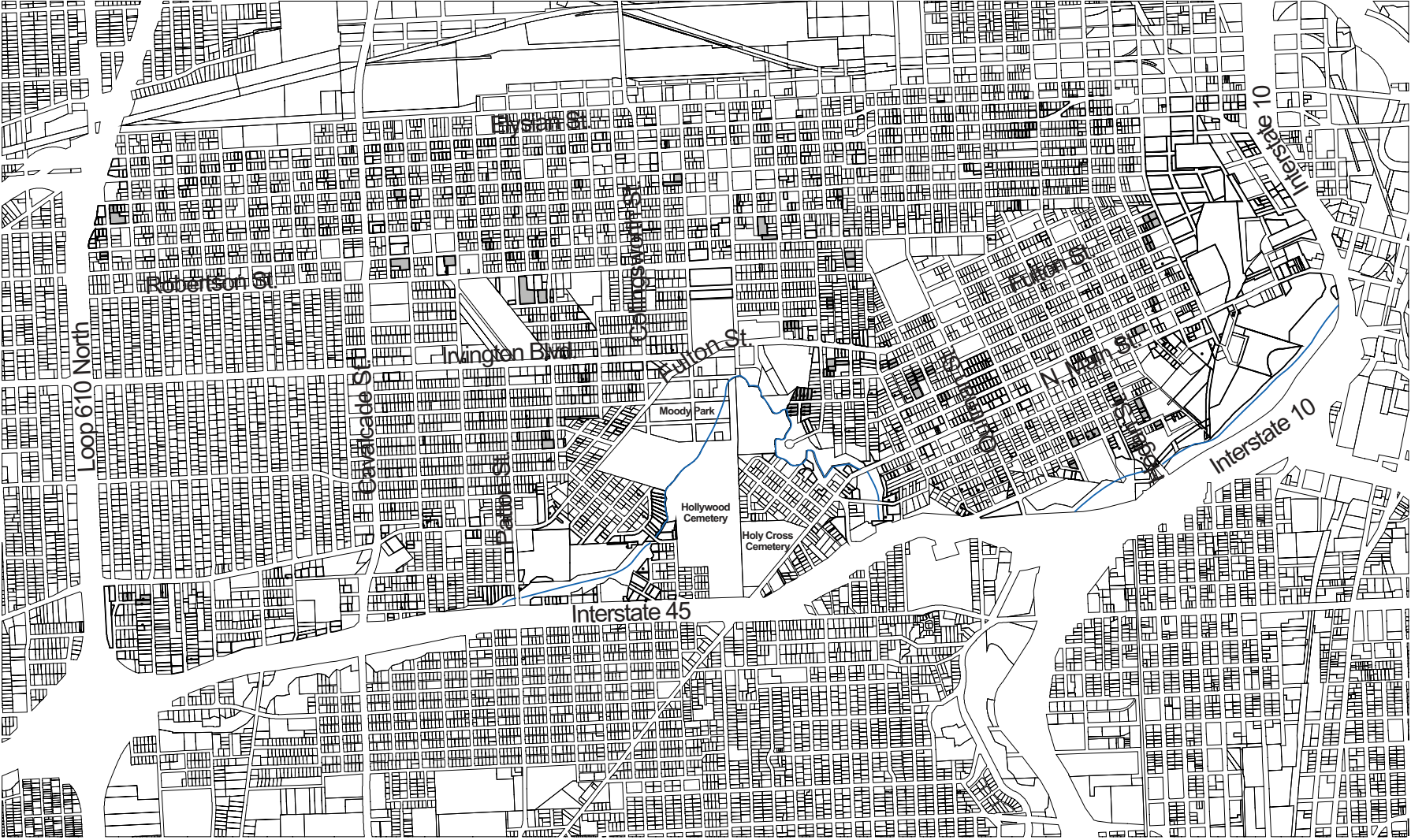
Legend

- 0 - \$12,000
- \$12,001 - 25,000
- \$25,001 - 50,000
- \$50,000 - 69,000
- Over \$69,000
- Vacant Parcels

Source: City of Houston; Knudson &
Associates based on Harris
County Appraisal District Data
(2000)






Near Northside Economic
Revitalization Plan
City of Houston
Webb Architects Team
June, 2001



Map No. 4
New Housing
Development
Opportunities

Legend

-  Vacant Parcels
-  Tax Delinquent Vacant Parcels
-  Large Vacant Parcels or Multi-Parcel Vacant Blocks Under Single Ownership

Note: Parcels in flood plain or surrounded by industrial uses have been excluded

Source: City of Houston; Knudson & Associates based on Harris County Appraisal District Data (2000)



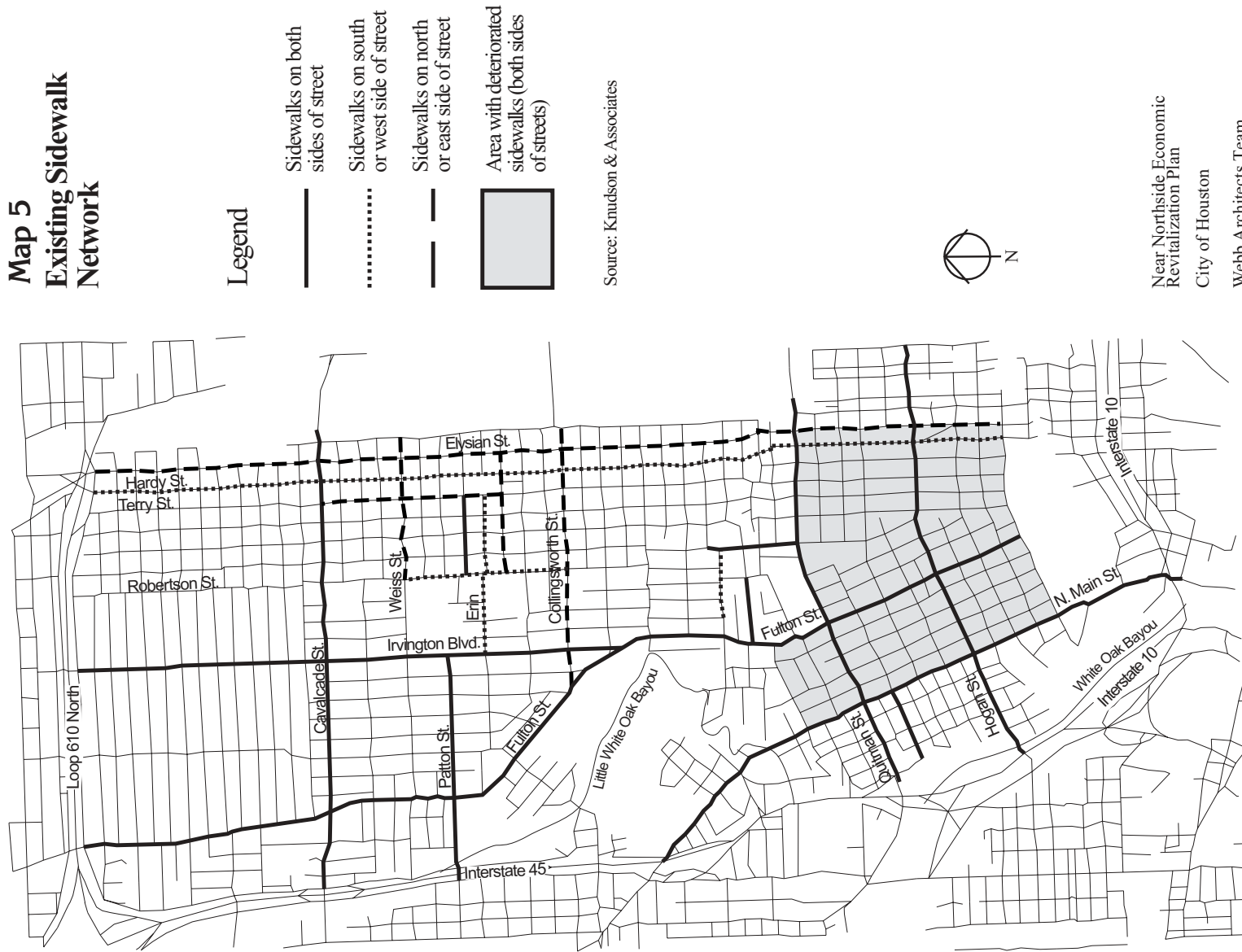
MILES

Near Northside Economic
Revitalization Plan

City of Houston

Webb Architects Team
June, 2001

**Map 5
Existing Sidewalk
Network**



Near Northside Economic
Revitalization Plan
City of Houston
Webb Architects Team
June, 2001

Map 6 **2000 Major** **Thoroughfare and** **Freeway Plan**

Legend

Major Thoroughfares

— Sufficient Width

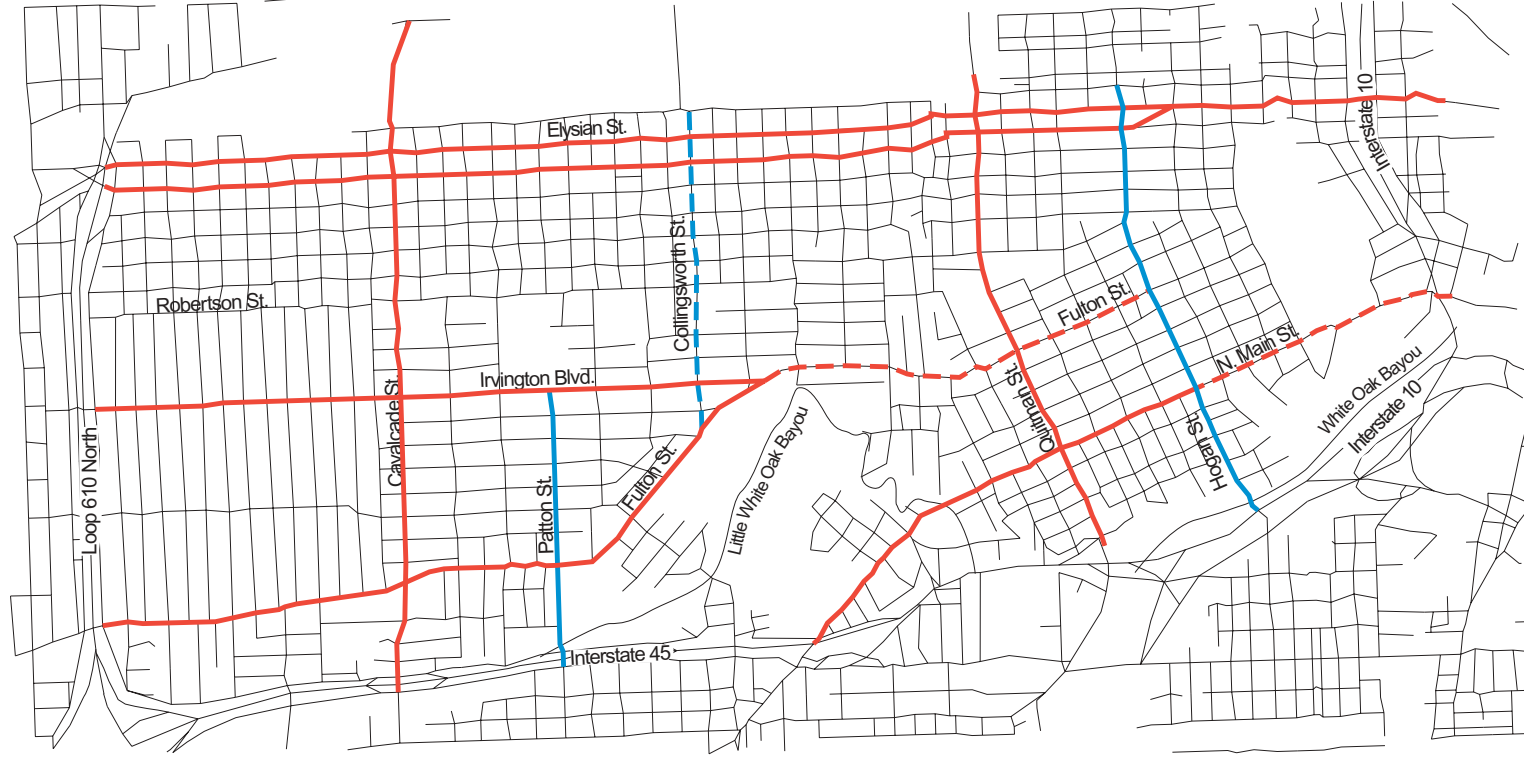
- - - To Be Widened

Major Collectors

— Sufficient Width

- - - To Be Widened

Source: City of Houston 2000 Major
 Thoroughfares and Freeway Plan



Near Northside Economic
 Revitalization Plan
 City of Houston
 Webb Architects Team
 June, 2001

Map 7 Road Levels of Service

Legend

Level of Service

A —

B —

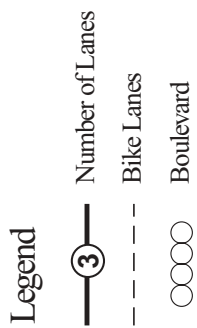
C —

Source: City of Houston

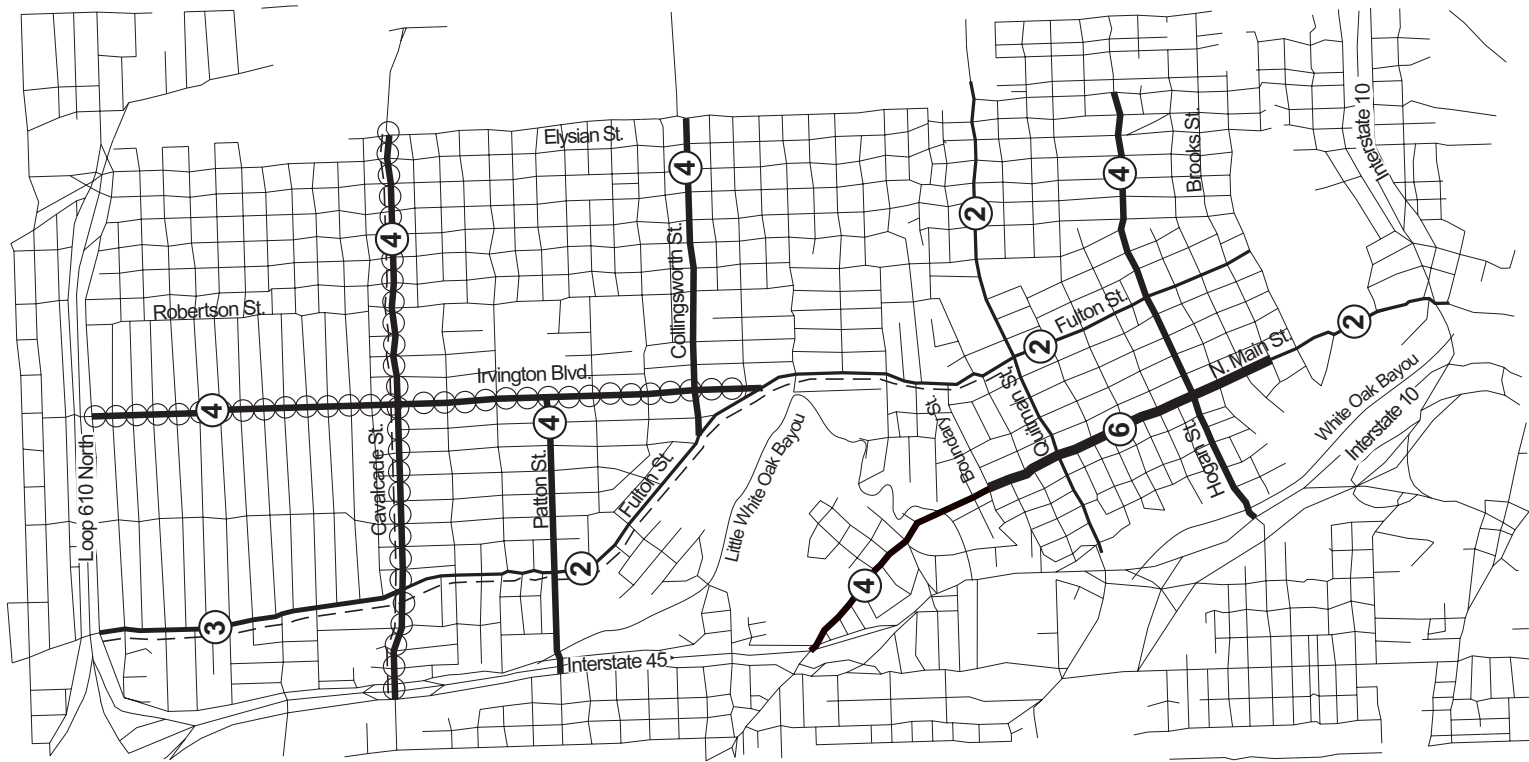


Near Northside Economic
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Map 8 Existing Major Road Network



Source: Knudson & Associates




Near Northside Economic
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June, 2001

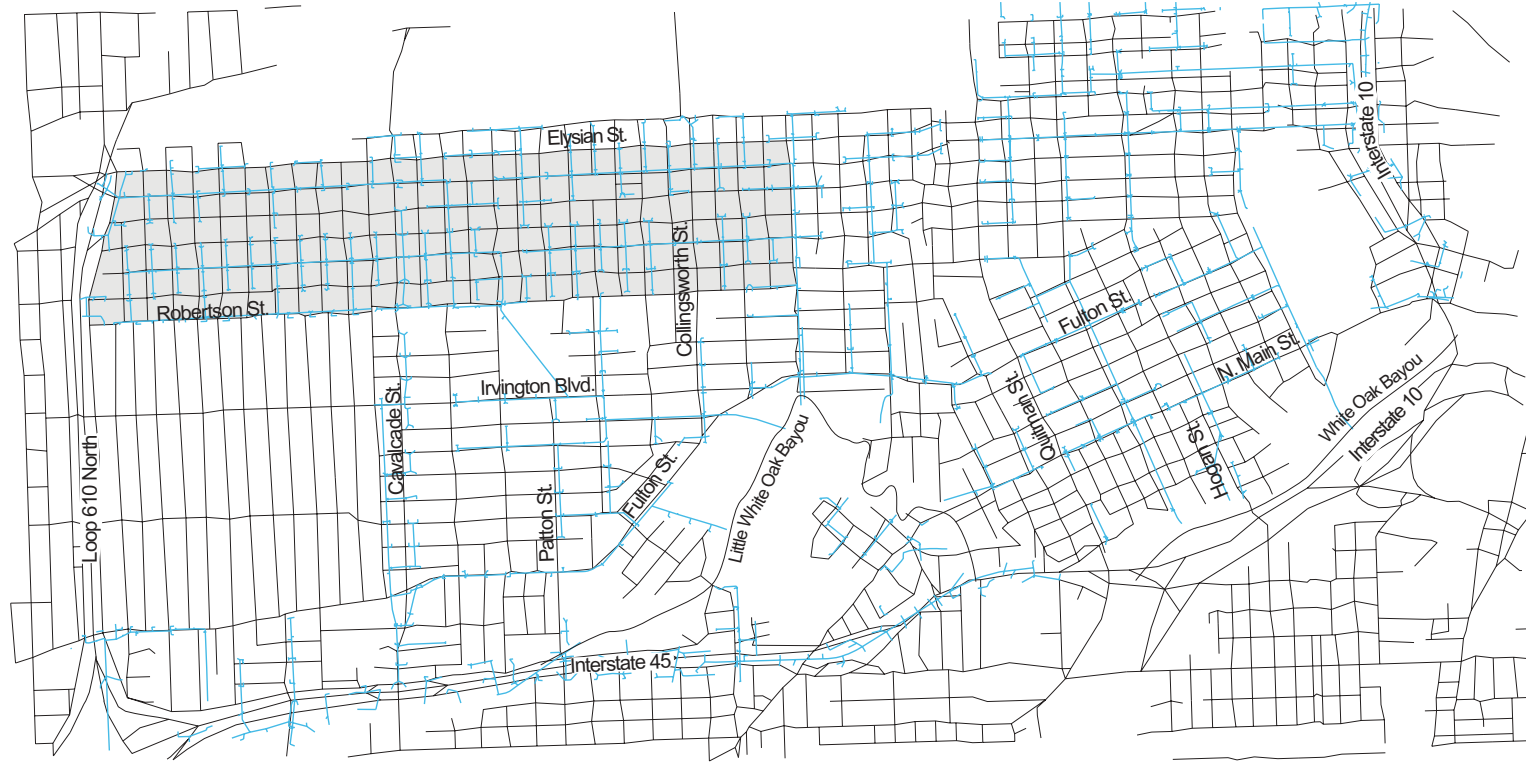
Map 9 Storm Sewer System

Legend

 Closed storm water drainage system

 Area with complete closed system (no drainage ditches)

Source: City of Houston;
Knudson & Associates



Northside Village Economic Revitalization Plan

Near Northside Economic
Revitalization Plan

City of Houston

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June, 2001

Map 10 Existing Parks

Legend



City Parks



SPARK Parks (HISD)

Source: City of Houston; SPARK Program



Near Northside Economic
Revitalization Plan

City of Houston

Webb Architects Team
June, 2001

Table 1: Race and Ethnicity (2000 Census)

Census Tract	2106 (509.03)		2107 (509.02)		2105 (508.00)		2104 (503.01)		2103 (503.02)		TOTAL	Harris County	Houston PMSA	
Total Population	6,099	100%	2,604	100%	5,317	100%	5,782	100%	5,823	100%	25,625	100%	4,181,339	100%
White	1,179	19%	41	2%	262	5%	332	6%	197	3%	2,011	8%	1,432,264	46%
Black	83	1%	751	29%	483	9%	886	15%	77	1%	2,280	9%	628,619	17%
Hispanic	4,795	79%	1,804	69%	4,566	86%	4,556	79%	5,512	95%	21,233	83%	1,119,751	30%
Other	42	1%	8	0%	6	0%	8	0%	37	1%	101	0%	228,409	7%

Table 2: Race and Ethnicity (1990 Census)

Census Tract	2106 (509.03)		2107 (509.02)		2105 (508.00)		2104 (503.01)		2103 (503.02)		TOTAL		Harris County		Houston PMSA	
Total Population	5,572	100%	2,574	100%	5,668	100%	6,126	100%	5,577	100%	25,517	100%	2,818,199	100%	3,301,885	100%
White	1,611	29%	64	2%	378	7%	447	7%	254	5%	2,754	11%	1,528,113	54%	1,863,449	56%
Black	52	1%	1,083	42%	749	13%	1,018	17%	0	0%	2,902	11%	527,964	19%	596,860	18%
Hispanic	3,818	69%	1,413	55%	4,528	80%	4,561	74%	5,315	95%	19,635	77%	644,935	23%	707,536	21%
Other	91	2%	14	1%	13	0%	100	2%	8	0%	226	1%	117,187	4%	134,040	4%

Appendix B

Table 3: Population, Sex and Age (1997 HUD Update)

Census Tract	509.03		509.02		508.00		503.01		503.02		TOTAL	Harris County
Total Population	5,443	100%	2,313	100%	5,317	100%	5,857	100%	5,183	100%	24,113	100%
Males	2,651	49%	1,136	49%	2,634	50%	2,978	51%	2,676	52%	12,075	50%
Females	2,792	51%	1,177	51%	2,683	50%	2,879	49%	2,507	48%	12,038	50%
Persons under 5	393	7%	189	8%	560	11%	586	10%	469	9%	2,197	9%
Subtotal under 5	393	7%	189	8%	560	11%	586	10%	469	9%	2,197	9%
Aged 5-9	438	8%	215	9%	488	9%	515	9%	461	9%	2,117	9%
Aged 10-13	344	6%	177	8%	371	7%	438	7%	391	8%	1,721	7%
Aged 14-17	353	6%	173	7%	394	7%	442	8%	438	8%	1,800	7%
Subtotal 5-17	1,135	21%	565	24%	1,253	24%	1,395	24%	1,290	25%	5,638	23%
Aged 18-20	225	4%	95	4%	273	5%	271	5%	251	5%	1,115	5%
Aged 21-24	274	5%	119	5%	340	6%	366	6%	323	6%	1,422	6%
Aged 25-29	364	7%	166	7%	399	8%	426	7%	383	7%	1,738	7%
Aged 30-34	406	7%	163	7%	416	8%	456	8%	372	7%	1,813	8%
Aged 35-39	424	8%	148	6%	370	7%	441	8%	398	8%	1,781	7%
Aged 40-44	368	7%	131	6%	305	6%	388	7%	319	6%	1,511	6%
Aged 45-49	317	6%	110	5%	266	5%	330	6%	285	5%	1,308	5%
Aged 50-54	249	5%	119	5%	241	5%	268	5%	234	5%	1,111	5%
Aged 55-59	243	4%	96	4%	210	4%	236	4%	220	4%	1,005	4%
Aged 60-64	200	4%	98	4%	178	3%	174	3%	190	4%	840	3%
Subtotal 18-64	3,070	56%	1,245	54%	2,998	56%	3,356	57%	2,975	57%	13,644	57%
Aged 65-69	195	4%	102	4%	163	3%	168	3%	146	3%	774	3%
Aged 70-74	220	4%	74	3%	135	3%	117	2%	115	2%	661	3%
Aged 75-79	218	4%	68	3%	89	2%	98	2%	91	2%	564	2%
Aged 80-84	125	2%	41	2%	64	1%	78	1%	49	1%	357	1%
Aged 85+	87	2%	29	1%	55	1%	59	1%	48	1%	278	1%
Subtotal 65+	845	16%	314	14%	506	10%	520	9%	449	9%	2,634	11%

Table 4: Household Income (1997 HUD Update)

Census Tract	509.03	509.02	508.00	503.01	503.02	TOTAL	Harris County
Households	1,863	668	1,464	1,672	1,355	7,022	1,143,221
Persons per HH	2.92	3.46	3.63	3.50	3.83	3.43	2.75
HH Income <\$5k	116 6%	72 11%	219 15%	433 26%	208 15%	1,048 15%	65,453 6%
\$5k - \$10k	141 8%	92 14%	120 8%	232 14%	158 12%	743 11%	52,373 5%
\$10k - \$15k	169 9%	55 8%	130 9%	134 8%	126 9%	614 9%	59,854 5%
\$15k - \$20k	189 10%	77 12%	180 12%	142 8%	115 8%	703 10%	81,094 7%
\$20k - \$25k	159 9%	88 13%	114 8%	103 6%	139 10%	603 9%	79,402 7%
\$25k - \$30k	129 7%	39 6%	114 8%	88 5%	111 8%	481 7%	75,850 7%
\$30k - \$35k	119 6%	38 6%	100 7%	62 4%	77 6%	396 6%	63,209 6%
\$35k - \$40k	149 8%	34 5%	117 8%	46 3%	120 9%	466 7%	79,722 7%
\$40k - \$50k	158 8%	42 6%	119 8%	101 6%	117 9%	537 8%	116,684 10%
\$50k - \$60k	141 8%	36 5%	88 6%	101 6%	55 4%	421 6%	102,484 9%
\$60k - \$75k	139 7%	43 6%	82 6%	93 6%	50 4%	407 6%	117,751 10%
\$75k - \$100k	168 9%	27 4%	48 3%	94 6%	51 4%	388 6%	127,919 11%
\$100k - \$125k	36 2%	7 1%	12 1%	13 1%	10 1%	78 1%	44,142 4%
\$125k - \$150k	12 1%	4 1%	9 1%	8 0%	6 0%	39 1%	27,482 2%
> \$150,000	38 2%	14 2%	12 1%	22 1%	12 1%	98 1%	49,802 4%
Median HH Income	\$31,197	\$22,159	\$23,640	\$16,303	\$22,536	N/A	N/A
Per Capita Income	\$11,649	\$7,099	\$6,043	\$5,713	\$4,999	N/A	N/A

Table 5: Housing Tenure (1997 HUD Update)

Census Tract	509.03	509.02	508.00	503.01	503.02	TOTAL	Harris County
Housing Units	2,135 100%	839 100%	1,784 100%	1,925 100%	1,671 100%	8,354 100%	1,307,712 100%
Vacant	272 13%	171 20%	320 18%	253 13%	316 19%	1,332 16%	164,491 13%
Owner-Occupied	1,265 59%	369 44%	657 37%	635 33%	561 34%	3,487 42%	593,807 45%
Renter-Occupied	598 28%	299 36%	807 45%	1,037 54%	794 48%	3,535 42%	549,414 42%

Table 6: Housing Unit Breakdown (1990 Census)

Housing Type	509.03	509.02	508	503.01	503.02	Total
Single Family or Duplex	1,938 89%	845 93%	1,562 83%	1,326 67%	1,455 84%	7,126 82%
Multi-Family	193 9%	38 4%	274 15%	588 30%	235 14%	1,328 15%
Mobile Home	2 0%	3 0%	15 1%	4 0%	2 0%	26 0%
Other	54 2%	20 2%	31 2%	61 3%	44 3%	210 2%
Total Occupied Units	2,187	906	1,882	1,979	1,736	8,690 100%

Appendix B

Table 7: Education and Employment (1997 HUD Update)

Census Tract	509.03		509.02		508.00		503.01		503.02		TOTAL		Harris County	
Population >25	3,416	100%	1,345	100%	2,891	100%	3,239	100%	2,850	100%	13,741	100%	1,922,545	100%
No Diploma	1,299	38%	701	52%	1,342	46%	1,565	48%	1,549	54%	6,456	47%	358,085	19%
High School	1,099	32%	324	24%	722	25%	775	24%	623	22%	3,543	26%	507,139	26%
Some College	620	18%	183	14%	471	16%	511	16%	374	13%	2,159	16%	489,784	25%
Baccalaureate	277	8%	91	7%	267	9%	292	9%	217	8%	1,144	8%	398,801	21%
Graduate Degree	121	4%	46	3%	95	3%	96	3%	87	3%	445	3%	168,936	9%
Population >16	4,091	100%	1,644	100%	3,702	100%	4,098	100%	3,644	100%	17,179	100%	2,323,786	100%
Armed Forces	0	0%	0	0%	4	0%	0	0%	0	0%	4	0%	2,006	0%
Civilian Employed	2,265	55%	799	49%	1,862	21%	1,962	48%	1,812	50%	8,700	51%	1,533,626	66%
Unemployed	152	4%	136	8%	357	28%	343	8%	267	7%	1,255	7%	109,486	5%
Not in Labor Force	1,674	41%	709	43%	1,479	20%	1,793	44%	1,565	43%	7,220	42%	678,668	29%
Employed Population	2,265	100%	799	100%	1,862	100%	1,962	100%	1,812	100%	8,700	100%	1,533,626	100%
Agriculture	22	1%	1	0%	37	2%	30	2%	46	3%	136	2%	16,016	1%
Mining	34	2%	9	1%	8	0%	14	1%	15	1%	80	1%	44,503	3%
Construction	202	9%	97	12%	288	15%	396	20%	415	23%	1,398	16%	126,552	8%
Mfg--Non-Durable Goods	173	8%	31	4%	87	5%	139	7%	103	6%	533	6%	90,141	6%
Mfg--Durable Goods	199	9%	40	5%	143	8%	135	7%	177	10%	694	8%	103,141	7%
Transportation	136	6%	42	5%	101	5%	59	3%	54	3%	392	5%	80,507	5%
Communications/Utilities	47	2%	1	0%	21	1%	11	1%	14	1%	94	1%	39,387	3%
Wholesale Trade	128	6%	39	5%	84	5%	50	3%	61	3%	362	4%	93,957	6%
Retail Trade	408	18%	147	18%	379	20%	257	13%	276	15%	1,467	17%	256,228	17%
Finance, Insur., Real Estate	136	6%	52	7%	50	3%	134	7%	86	5%	458	5%	113,458	7%
Business & Repair	157	7%	74	9%	130	7%	241	12%	170	9%	772	9%	110,783	7%
Personal Services	121	5%	51	6%	128	7%	68	3%	64	4%	432	5%	50,433	3%
Entertainment	19	1%	8	1%	7	0%	41	2%	24	1%	99	1%	18,526	1%
Health Care	149	7%	65	8%	126	7%	149	8%	87	5%	576	7%	115,334	8%
Education	130	6%	53	7%	148	8%	105	5%	98	5%	534	6%	114,179	7%
Public Administration	73	3%	38	5%	58	3%	60	3%	20	1%	249	3%	43,414	3%
Other	131	6%	51	6%	67	4%	73	4%	102	6%	424	5%	116,497	8%

Table 8: Neighborhood Parks

PARK NAME	ADDRESS	YEAR ACQD	ACRES	PLAYGROUND	PICNIC FACILITIES	SOCCER FIELD	BASEBALL FIELD	SOFTBALL FIELD	BASKETBALL COURT	REST ROOMS	SPECIAL FEATURES/NOTES
City Parks											
Burnett St. Park	1500 Burnett	1971	0.40	x	x				x		
Castillo Park	1200 Quitman	1978	1.84		x						
Henderson Park	4250 Elysian	1986	1.40	x	x				x		
Hogg Park	2211 South	1920	7.10								No facilities
Irvington Park	1000 Cavalcade	1965	6.30		x	x		x			Shared soccer/softball field
Moody Park	3725 Fulton	1925	34.90	x	x	x	x	x	x	x	Pool; rec. building w/covered basketball court
SPARK Parks											
Davis HS	1101 Quitman	N/A	N/A	x		x					Shared Soccer/football field; running track
Lamar El.	2209 Gentry	N/A	N/A	x							
Looscan El.	3800 Robertson	N/A	N/A								Under construction
Ryan El.	4001 Hardy	N/A	N/A	x	x			x	x		Small walking track
Sherman El.	1909 McKee	N/A	N/A	x	x				x		Small walking track

Source: Knudson and Associates

Appendix B

Table 9: Ethnicity of Neighborhood Schools

School	African American	Asian	Hispanic	Native American	White
Davis High School	9%	0%	89%	0%	2%
Marshall Middle School	8%	0%	92%	0%	1%
Lee Elementary	1%	1%	97%	0%	1%
Ryan Elementary	26%	0%	74%	0%	1%
Martinez Elementary	17%	0%	82%	0%	1%
Jefferson Elementary	2%	0%	94%	0%	4%
Looscan Elementary	1%	0%	98%	0%	1%
Lamar Elementary	2%	0%	98%	0%	0%
Sherman Elementary	2%	0%	98%	0%	0%

Source: Houston Independent School District (2000)

Table 10: Transfer/Zoned Students of Near Northside Schools

School	Fall Enrollment	Zoned Students	Transfer Students
Davis	1629	85.30%	14.70%
Marshall	1116	92.10%	7.90%
Lee	219	93.20%	6.80%
Ryan	368	63.60%	36.40%
Martinez	666	87.50%	12.50%
Jefferson	724	96.50%	3.50%
Looscan	391	94.10%	5.90%
Lamar	327	87.20%	12.80%
Sherman	644	97.80%	2.20%

Source: Houston Independent School District (2000)

Table 11: Proposed Thoroughfare Improvements

Road	Segment	Classification	Projected Number of Lanes	Minimum ROW width
Collingsworth	Fulton to Elysian	Collector	2	60
Fulton	Hogan to Collingsworth	Thoroughfare	4	70
	Collingsworth to North Loop		4	75
Main	Houston to Quitman	Principal Thoroughfare	4	70
	Quitman to Hogan		4	80
	Hogan to I-10		4	70

Source: City of Houston, Major Thoroughfare and Freeway Plan (2000)

Appendix C: Houston Neighborhood Market Drill Down

Houston Neighborhood Market Drill Down

by Social Compact

BACKGROUND

Launched in 1990, Social Compact is a coalition of business leaders who have joined forces to promote successful business investment in undervalued communities for the benefit of current residents. Its high-level goal is to ignite private business investment and initiatives that will fuel the long-term competitive strength of lower-income communities. Social Compact has pioneered the Neighborhood Drill Down to address some of the key barriers to private investment in and around inner-city neighborhoods – namely undependable market information and negative stereotypes. The Neighborhood Market Drill Down is a unique market analysis model built on innovative sources of dependable, business-oriented data designed to reveal the fundamental business attributes and market characteristics of urban communities. The Drill Down profile challenges the negative stereotypes that have historically defined inner-city neighborhoods. Poverty and deficiency data are replaced with business indicators of market strength. Some of the best private market analysis models – designed for the suburban market – are adapted to respond to the unique characteristics of the inner city in order to capture density, hidden populations, cash economies and micro-market development patterns that exist below the radar of traditional market information sources.

METHODOLOGY

Unique to the Drill Down, census findings or commercial census upgrades do not serve as the foundation information set. Rather, the Drill Down builds on very current, finely sieved, reality-based market information drawn from a spectrum of diverse commercial, proprietary and local government sources (e.g.: tax assessor, building permit, auto registration, commercial credit companies, realtors, utility, school, police, the INS and IRS). Rather than relying on any one information set, the Drill Down looks for a set of findings that surface from the combined body of data. These findings are then tested against supplemental data (i.e.: Drill Down household income figures for each of the market areas were tested against IRS reported income data for the market) as well as the intuitive knowledge of local market leaders. These findings serve as the foundation for an objective systematic analysis of the business attributes of the markets. At the foundation of the Houston Neighborhood Market Drill Down is a real-estate inventory derived from three core sets of municipal data: tax assessor, building permit and auto registration data. Addresses were further validated using first source credit data. Bottom line, every household count is built on a current address derived from municipal data sources. Supplemental information sources for understanding ethnicity and growth patterns included INS and school enrollment data as well as development activity in the market including property sales, building alterations and new construction. Buying power was assessed based on first source credit data reinforced by Drill Down Cash economy indicators including bill payment patterns, percentage of un-banked households and immigrant populations.

NORTHSIDE VILLAGE

1. Key Consumer Characteristics

In essence this is a strong, young and growing Mexican American and Mexican community of approximately 10,000 households. This is a market that is increasingly younger in age (Drill Down median age is 22 years old versus 28 years in the Census 1990) and generally a family household market, with a significant concentration of households with four or more people – 38.4%.

2. Size

Residential: The Drill Down revealed a market 27.0% larger than Census 2000 – approximately 33,700 people as compared with a Census 2000 finding of 26,500. There was a commensurate variance in household count: Drill Down 9,989 versus the Census 2000 finding 7,906. This is a conservative population count based on documented households.

Density: Approximately 46.2% of the land is non-residential in nature and in light of the lack of zoning there is significant mix of land use in the market. As a result, density appears relatively low when measured on a per-acre basis. Density averages 4.1 households or 13.8 persons per-acre.

Employees: In addition to this residential population, there were 605 documented businesses in the market employing 5,950 people with combined sales revenue of \$1.2 billion. Near Northside's 198 retail businesses generated \$250 million in sales in 2000.

3. Change in Market

Change in Size: The Drill Down population reflects a change in market size from 1990 of 30.4% compared with a 2.7% increase according to Census 2000. **Potential Market Expansion Capacity:** Based on real estate development patterns, current land use and land availability, it is very conservatively projected that this market can support the development of 10.3% or 1,000 more units in the coming ten years. This compares with a Claritas projection of a 0.4% constriction in the market over the next five years.

4. Buying Power

Income: Average household incomes of \$28,474 (adjusted for the cash economy) represent a 31.4% increase over 1990 income of \$21,668. However when inflation adjustments are taken into consideration, incomes fall short of the \$29,509 that would be required to achieve 1990 inflation-adjusted incomes in 2000.

The Cash Economy is a significant factor in this market, contributing approximately \$45.4 million, or 16.0%, to the aggregate household income figure of \$284 million.

Unbanked Households: 43.9% of the households in the market do not have a documented banking relationship.

5. Real Estate Activity

Home Values: Based on all recent (2000 and first half 2001) single-family home sales (181) in the market, home values have appreciated significantly since 1990, 69.3% to a median sales value of \$81,745. Additionally, the permit values of newly constructed single-unit properties (56) reflect a median value of \$53,350.

Owner Occupancy: Homeownership when measured at a building level is far higher – 58.0% – than when

Appendix C

measured at a unit level – 39.0%. This is a function of the housing stock – 40.0% of the units are in 2 – 9 unit buildings in which the owner generally resides in one of the units and rents out the other units.

In light of the fact that the Drill Down uncovered approximately 19.0% or 1,600 more housing units than Census 2000, Drill Down owner occupancy at a unit level is lower (39.0%) than census (48.4%).

6. Market Change Indicators

- Population Growth: 30.4% increase over Census 1990
- Home Value Appreciation: 69.3% over 1990 (based on recent sales)
- Vacancy at a unit level: declined from 13.7% in 1990 to 7.8% in 2000 based on census figures
- Owner Occupancy at a building level: 58.0%
- Building Permits: 8.7% of all buildings had permits

7. Risk/Stability Indicators

- Crime: All crime declined 4% between 1997 and 2000, with property crime down 4.5% and violent crime down 1.7%. The incidence of crime per thousand persons was 48.77 in 2000. This compares with 67.42 incidents of crime per thousand for the City of Houston
- Owner Occupancy: Unit level: 39.0%; Building level 58.0%
- Vacancy at a unit level: declined from 13.7% to 7.8% between 1990 and 2000 based on census.

8. Major surprises and findings dramatically inconsistent with mainstream market research.

In essence, the Near Northside is a far larger market in terms of households/population than reflected by Census 2000 with a very robust retail market. This is a young, Mexican American and Mexican growth market with some very substantial untapped opportunities including a substantially unbanked market (43.9% of households) and over 600 businesses generating more than \$1.2 billion in revenue. Perhaps most significantly, this is a destination market – reflected by the volume of retail sales: \$250 million, a number almost comparable to aggregate household incomes (\$280 million) in the market.

Appendix D: Issues and Priorities

1. Vision for the Future

On May 19, 2001 a community visioning workshop took place at the Moody Park recreation building to establish objectives for the Northside Village Revitalization Plan. Approximately 70 people attended, representing different areas of the Northside Village community. Input from the community covered a wide range of issues related to land use, circulation, housing, public services, and other topics. The tables on the following pages summarize the comments received from the community as bulleted points under the column "Community Input". These comments have been grouped under ten planning categories, ranging from land use (Category A) to environmental issues (Category J). A heading above each group of bulleted comments also summarizes the general concept behind that specific group of comments. The second column, "Objectives," translates the community input into planning objectives. The last column, "Opportunity/Constraints," lays out some facts about the community that either support or hinder the potential attainment of the objective.

As is evident from the tables, the range of issues identified by the community is very wide. Many of the issues, such as those under category D, "Public Services", are already addressed by existing city ordinances, regulations, and programs. Other issues could be grouped and addressed simultaneously with specific projects of the Revitalization Plan.

2. Priorities

To narrow the number of issues and translate them into specific interventions that the Plan could propose, a list of planning "concepts" was derived from the issues by the consultants. These were then presented to the Northside Village Steering Committee on June 27, 2001 (see Table 2). These concepts were meant to be general statements of strategies, initiatives, or projects that could be proposed as part of the Plan. This list is purposely brief in order to help focus the Plan on a focused set of strategic interventions of community revitalization. The relationships of the concepts to the community issues expressed in the workshop were identified for each concept with the alpha designations for the ten planning related categories .

Table 2 presents the final list of (fifteen) concepts refined and ranked by the Steering Committee. These priorities are the base for the strategies presented in the plan, translating the input from the community visioning workshop into a policy document for the Northside Village.

Table 1: Community Input and Objectives

Community Input			Objectives	Opportunities/Constraints
Category A: Land Use				
Assets		<p>Mixed-use character:</p> <ul style="list-style-type: none"> ▪ Wealth of accessible local services ▪ Mom & pop businesses ▪ Good restaurants 	<p><input type="checkbox"/> Preserve and promote compatible mix of uses/establishments</p>	<ul style="list-style-type: none"> • Inter mixed industrial + commercial • Incompatible businesses • Compatible home businesses
		<p>Lack of certain establishments:</p> <ul style="list-style-type: none"> ▪ Lack of quality & variety in retail & services ▪ Need cinemas, copy shop, office supplies, alternative grocery stores & restaurants <p>Incompatible land uses:</p> <ul style="list-style-type: none"> ▪ Too many bars/cantinas/night clubs ▪ Industrial sites in residential areas ▪ Lack of deed restrictions ▪ Abandoned industrial sites ▪ Illegal businesses (especially car repair & body shops) 	<p><input type="checkbox"/> Bring more diverse/mainstream businesses to neighborhood</p> <p><input type="checkbox"/> Avoid proliferation of undesired uses/establishments</p>	<ul style="list-style-type: none"> • Lack of sites • Big box type intrusions not desired • Area needs marketing • Lack of deed restrictions • Better enforcement of ordinances needed
Issues/ Proposals				

Table 1 (Cont.)

Community Input			Objectives	Opportunities/Constraints
Category B: Circulation				
Assets	Good location:		<input type="checkbox"/> Enhance access from downtown	<ul style="list-style-type: none"> • Fulton does not extend into downtown; narrow Main St underpass; toll road access
	<ul style="list-style-type: none"> ▪ Good access to downtown ▪ Central location in Houston 		<input type="checkbox"/> Improve and complete sidewalk network	<ul style="list-style-type: none"> • Narrow ROWs; open ditches
Issues/ Proposals	Good internal accessibility:			
	<ul style="list-style-type: none"> ▪ Walkable neighborhood 			
	Poor pedestrian accessibility:		<input type="checkbox"/> Improve and complete sidewalk network	<ul style="list-style-type: none"> • Narrow ROWs; open ditches
	<ul style="list-style-type: none"> ▪ Lack of, or deteriorated sidewalks ▪ Main St underpass is dark, narrow, & smelly 		<input type="checkbox"/> Regulate truck routes <input type="checkbox"/> Control traffic on residential streets	<ul style="list-style-type: none"> • Incompatible land use mix • Highly accessible street grid
	Through traffic:			
	<ul style="list-style-type: none"> ▪ Too much truck traffic (e.g., Patton St.) ▪ Through-traffic on residential streets 		<input type="checkbox"/> Improve transit service: frequency and facilities	<ul style="list-style-type: none"> • METRO budget
	Deficient transit service:			
	<ul style="list-style-type: none"> ▪ Need more mass transit ▪ Overcrowded buses ▪ METRO service is too time consuming ▪ METRO stops not marked & without shelters 			<ul style="list-style-type: none"> • Narrow ROWs
	Lack of bike lanes:		<input type="checkbox"/> Improve and integrate biking mobility	<ul style="list-style-type: none"> • Numerous rail crossings; Narrow ROWs
	<ul style="list-style-type: none"> ▪ Need more bicycling 		<input type="checkbox"/> Eliminate rail crossings <input type="checkbox"/> Rebuild Main St. <input type="checkbox"/> Regulate on-street parking	
	Hindrances to circulation:			
	<ul style="list-style-type: none"> ▪ Rail crossings are a problem ▪ Main St underpass is too narrow ▪ People park on narrow streets 			

Table 1 (Cont.)

Community Input			Objectives	Opportunities/Constraints
Category C: Housing				
Assets	Single-family character: ▪ Single-family housing stock	Housing diversity and affordability: ▪ Diversity of housing stock ▪ Affordable housing stock ▪ Low property taxes ▪ Mixed-income area	<input type="checkbox"/> Preserve single-family <input type="checkbox"/> Preserve and promote housing affordability	<ul style="list-style-type: none"> • Dilapidated housing; loss of structures • Low household incomes; scattered infill sites; small vacant parcels; cost of land
	Dangers of gentrification: ▪ Threats of displacements/stress on renters	Housing in bad condition/liabilities: ▪ Dilapidated housing stock ▪ Irresponsible landlords ▪ Public housing (Irvington Village) ▪ Homeless shelter	<input type="checkbox"/> Preserve and promote housing affordability <input type="checkbox"/> Improve condition & maintenance of rental stock <input type="checkbox"/> Improve condition of public housing	<ul style="list-style-type: none"> • Low household incomes; scattered infill sites; small vacant parcels; cost of land • Low household incomes • Housing Authority Budget
Issues/ Proposals	Need housing diversity: ▪ Need senior housing ▪ Don't want apartments or townhouses	Want nice apartments ▪ Increase housing options	<input type="checkbox"/> Provide more senior housing <input type="checkbox"/> Provide more quality rental housing options	<ul style="list-style-type: none"> • Small vacant parcels
	Need to boost homeownership: ▪ Need to boost homeownership		<input type="checkbox"/> Increase homeownership levels	<ul style="list-style-type: none"> • Low household incomes; scattered infill sites; small vacant parcels; cost of land

Table 1 (Cont.)

Community Input	Objectives	Opportunities/Constraints
Category D: Public Services		
Assets	<p>Police service has improved:</p> <ul style="list-style-type: none"> Police has "cleaned" area 	<ul style="list-style-type: none"> Improve police presence, activity, and efficiency New presence on corridors
	<p>Deficient police service:</p> <ul style="list-style-type: none"> Not enough police surveillance Streets feel insecure Harassment of female pedestrians Crack houses Prostitution Vandalism & graffiti Noise: car boom boxes Noise: bars/cantinas/night clubs Slow 911 response times <p>Deficient clean-up services:</p> <ul style="list-style-type: none"> Abandoned vehicles & dumped tires Deficient trash pick-up system Trashed vacant lots Abandoned buildings Trash in bayous Illegal dumping <p>Deficient code enforcement:</p> <ul style="list-style-type: none"> Unlicensed businesses Animals on the loose <p>Lack of mosquito control:</p> <ul style="list-style-type: none"> Lack of mosquito control <p>Noise sources:</p> <ul style="list-style-type: none"> Noise: rail yards Noise: trains 	<ul style="list-style-type: none"> Improve police presence, activity, and efficiency Improve trash pick-up services Eliminate blight Eliminate illegal dumping Control illegal businesses Pet control Mosquito control Control noise from yards and rail Weed and Seed program Existing City ordinances County programs – in particular mosquito control

Table 1 (Cont.)

Community Input		Objectives	Opportunities/Constraints
Category E: Community Facilities			
Assets	<p>Good community facilities:</p> <ul style="list-style-type: none"> ▪ Strong & active churches ▪ Good/new schools ▪ Casa de Amigos ▪ New library ▪ Moody Park ▪ Bayous 	N/A	<ul style="list-style-type: none"> • Use schools as centers of community; build on existing assets
	<p>Lack of family/youth venues & activities:</p> <ul style="list-style-type: none"> ▪ Need youth programs/venues ▪ Need arts activities ▪ Need family-oriented venues <p>Specific facilities lacking:</p> <ul style="list-style-type: none"> ▪ Need multi-purpose service center ▪ Need more daycares ▪ Need Post Office ▪ Need day labor center <p>Proposals for rail yards:</p> <ul style="list-style-type: none"> ▪ Park at rail yards ▪ Museum at rail yards 	<p>Provide family-oriented facilities and activities</p> <p><input type="checkbox"/> Multi-purpose Service Center</p> <p><input type="checkbox"/> Daycares</p> <p><input type="checkbox"/> Post Office</p> <p><input type="checkbox"/> Day labor center</p> <p><input type="checkbox"/> Build community facility at rail yards; park and/or museum</p>	<ul style="list-style-type: none"> • Weed and Seed program for youth activities • Other programs
Issues/ Proposals			

Table 1 (Cont.)

Community Input		Objectives	Opportunities/Constraints
Category F: Infrastructure			
Assets	Flooding safe area: ▪ Most of area does not flood	<input type="checkbox"/> Update flooding information for community	
	Flooding of certain areas: ▪ Little White Oak & Hardy/Elysian area Open drainage ditches: ▪ Trashed & flooded drainage ditches Street lighting: ▪ Lack of street lighting Fire hydrants: ▪ Not enough fire hydrants	<input type="checkbox"/> Prevent flooding <input type="checkbox"/> Install curbs & storm sewers <input type="checkbox"/> Improve street lighting <input type="checkbox"/> Install more fire hydrants	<ul style="list-style-type: none"> Integration of detention facilities with park areas Long term budget impacts; prioritize; CIP issue Long term budget impacts; prioritize; CIP issue
Category G: Historic Preservation			
Assets	Abundance of historic resources: ▪ Numerous buildings and residential areas of potential historic value	<input type="checkbox"/> Preserve historic housing and commercial stock	<ul style="list-style-type: none"> Dilapidated condition of housing & other buildings Possibility of integrating with housing and economic development programs
	Structures are not utilized: ▪ Structures are not utilized	<input type="checkbox"/> Improve condition and use of historic structures	<ul style="list-style-type: none"> Dilapidated condition of housing & other buildings Possibility of integrating with housing and economic development programs
Issues/ Proposals			
Issues/ Proposals			

Table 1 (Cont.)

	Community Input	Objectives	Opportunities/Constraints
Category H: Economic Development			
Assets	N/A		
Issues/ Proposals	Employment: <ul style="list-style-type: none"> ▪ Lack of jobs ▪ Businesses don't hire locals 	<input type="checkbox"/> Provide more sources of jobs <input type="checkbox"/> Promote hiring of residents by area businesses	<ul style="list-style-type: none"> • Business/community collaboration
	Bring more visitors to area: <ul style="list-style-type: none"> ▪ Bring light rail = more visitors ▪ Need to bring lunch crowd from Downtown ▪ Extend trolley system 	<input type="checkbox"/> Improve transportation connections with downtown	<ul style="list-style-type: none"> • Light rail; thoroughfare improvements and investments; downtown trolley service
	Proposals: <ul style="list-style-type: none"> ▪ Build festival commercial center on Fulton ▪ Build an open air market close to downtown 	<input type="checkbox"/> Build community attraction	<ul style="list-style-type: none"> • Neighborhood identity; business community

Table 1 (Cont.)

Community Input		Objectives	Opportunities/Constraints
Category I: Beautification/Urban Design			
Assets	Trees: <ul style="list-style-type: none">Mature trees	<input type="checkbox"/> Preserve existing trees	
Issues/ Proposals	Esplanades: <ul style="list-style-type: none">Need esplanade beautification	<input type="checkbox"/> Provide and improve esplanades	<ul style="list-style-type: none">Narrow ROWs
	Civic monuments: <ul style="list-style-type: none">Need more civic monuments	<input type="checkbox"/> Build civic monuments	
	Businesses: <ul style="list-style-type: none">Business parking not maintainedVisual clutter: commercial signs	<input type="checkbox"/> Improve appearance of businesses and commercial corridors	
	Entrance to area: <ul style="list-style-type: none">Entrance signs/gateway to NN	<input type="checkbox"/> Build gateway improvements	
Category J: Environmental			
Assets	Flooding: <ul style="list-style-type: none">Many areas do not flood	<input type="checkbox"/> Update flooding information for community	
Issues/ Proposals	Flooding: <ul style="list-style-type: none">Main St. underpass floodsFlooding: Little White Oak & Hardy/Elysian area	<input type="checkbox"/> Rebuild Main St. <input type="checkbox"/> Build detention facilities	<ul style="list-style-type: none">Integration of detention facilities with park areasBetter enforcement to ordinances neededRemediation programs
	Pollution: <ul style="list-style-type: none">Industrial sites/brownfieldsIllegal waste dumping (car shops)Industrial contamination	<input type="checkbox"/> Cleanup & redevelopment brownfields	
		<input type="checkbox"/> Eliminate illegal dumping	
		<input type="checkbox"/> Eliminate industrial contamination	

Table 2: Prioritized Concepts

Concepts	Relevant Community Input Categories	Final Ranking
Light Rail Through Near Northside Extension of line along main neighborhood corridor(s)	B, H	1
Business Development Program Support, expand, and attract businesses through loans, technical assistance, and marketing	H	2
Neighborhood Infrastructure Program Build and rebuild sidewalks, storm sewer system, and street lighting; traffic calming; METRO bus stop shelters; flood control	B, F, J	3
Connections to Downtown Improve and build an at-grade and widened Main St. and/or an extension of Fulton; extend downtown trolley service to Near Northside	B, H	4
Code Enforcement Improve enforcement of land use and environmental regulation of neighborhood incompatible businesses	A, D, J	5
Commercial Corridor Beautification Main St. - Fulton/Irvington - Quitman	H, I	6
“Safe Streets” Initiative Build new police station and improve police presence	D, H	7
Near Northside Market Plaza A pedestrian-oriented public space for community and commercial activity	E, H, I	8
“Clean Neighborhood” Program Cleanup of vacant lots, abandoned cars and buildings, and street trash	A, D, G, J	9
Quality Housing “Rebuild the 230” Initiative Infill and other housing programs	C, G, J	10
Parks Improve Hogg Park; linear parks along bayous; a park at the rail yards; neighborhood pocket parks on vacant parcels; detention facilities as recreational areas; revisit COH Parks Master Plan	E	11
Education Magnet schools and Headstart Programs	F	12
Multi-Service Center (including healthcare) Possible redevelopment of historic property	A, E	13

Table 2 (Cont.)

Concepts	Relevant Community Input Categories	Final Ranking
Internal Mobility Program Jitney / Mini-bus service for short trips within neighborhood	B	14
Job Training Center Possible redevelopment of historic property	E, G, H	15

Appendix E: Historic Preservation

Part A: Obtaining Historic Designation

Individual structures, buildings, monuments and/or an area with a significant number of historic structures can be designated as historic at three levels: 1. Local level: City of Houston Historic Designation; 2) State level: Recorded Texas Historic Landmark Designation; and/or 3) Federal level: National Park Services National Register of Historic Places.

1. City of Houston Historic Designation

Under the City of Houston Historic Preservation Ordinance, the City Council, upon recommendation by the Planning Commission and Houston Archaeological and Historical Commission (HAHC) may designate buildings, structures, sites or areas that have historical, cultural, architectural, or archaeological significance as historic. For structure, a specific site or building(s), the property owner or the HAHC may request a designation. For a district, the owners of at least 67% of the properties that equate to 51% of the land in the proposed district or the HAHC may request a designation. (A historic district is a geographic area of historical, cultural or aesthetic importance to the community.)

To be designated a historic structure, building or site, the following criteria must be met:

- The structure, site or area must be identified with a person or group that contributed significantly to the city's cultural or historical development, such as Bayou Bend;
- It must possess distinctive characteristics of architecture, building type, construction period or method that is representative of an area, such as the Market Square Historic District;
- The site or structure must be at least 50 years old. If it is not, it must be of extraordinary importance to the city, such as the Johnson Space Center.

Upon obtaining historic designation by the City, exterior alteration, new construction, relocation or demolition of any historic structure, object or site or excavation of any archaeological site is subject to authorization by the HAHC through approval of a Certificate of Appropriateness. The ordinance does not regulate land use or interior alterations or remodeling; and does not override deed restrictions.

2. Texas State Historic Landmarks Designation

Per authorization by the Texas Legislature under Texas Government Code Chapter 442, Recorded Texas Historic Landmark (RTHL) designation can be bestowed on Texas historic structures deeming worthy of preservation for their architectural integrity and historical associations by the Texas Historical Commission (THC). Any type of historic structure, including but not limited to bridges, commercial buildings, churches, residences and school houses can be considered for Recorded Texas Historic Landmark designation, provided the structure has retained integrity and its history can be documented according to Official Texas Marker Policies.

To be eligible for designation as a Recorded Texas Historic Landmark, the following criteria must be met:

- A structure must be at least 50 years old and have retained its architectural integrity;
- It must be in good state of repair and be an exemplary model of preservation; and
- The structure must not have been moved in the past 50 years.

Structures designated as RTHLs do not have to be open to the public but require notification to THC before any exterior alteration is undertaken. Structures do not have to be open to the public, designation applies to the exterior only and is a permanent designation which runs with the land.

3. National Register of Historic Places

The National Register of Historic Places is our nation's official list of properties significant in American history, architecture and archeology. It includes properties of local, state and national significance. Designation to the National Register of Historic Places is highly selective and is jointly conducted by the state

and federal governments. The application for designation is evaluated by the State Board of Review and the National Register staff. It is then forwarded to the National Park service for final decision.

A National Register property is not required to be accessible to the public; not required to be used, maintained, restored, or rehabilitated according to any restrictive guidelines; and is not subject to restrictive covenants by the National Register, unless grant assistance or tax credits are accepted by the property owner. Five types of property are eligible for designation: buildings, districts, objects, sites or structures.

To be eligible for Nation Register designation, properties must:

- be at least 50 years old;
- possess significance in America history, architecture, archaeology and culture as well as integrity of location, design setting, material, workmanship, feeling and associations; and
- meet at least one of the following:
 - √ be associated with events that have made a significant contribution to the broad patterns of American history;
 - √ be associated with the lives of persons significant in American history; embody the distinctive characteristics of a type, period or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or
 - √ have yielded or be likely to yield, information important to history or prehistory.

Appendix E

Certain properties are not ordinarily considered for listing in the National Register. These include cemeteries, birthplaces or graves of historical figures.

Part B: Tools for Historic Preservation

In recent years, significant historic sites and structures have been recognized, not only as cultural and historic resources but also as catalysts for revitalization. A variety of tools exists among public and nonprofit organizations to help preserve historic resources and act as a trigger for neighborhood revitalization. These tools offer financial, technical and administrative support for projects. Community-based organizations (CBO) as well as individuals can take advantage of these tools in a number of ways. A CBO could act as an information clearinghouse, a project manager, owner or partner with an individual to acquire, restore and maintain acquire a historic property.

Grants, loans and revolving funds are available from nonprofit and public institutions for restoration. Tax credits, tax deductions and tax exemptions at the local, state and federal level are some of the benefits associated with historic preservation. Following are some of the tax incentives available for historic preservation:

City of Houston Historic Site Tax Exemption. Supporting the City's Historic Preservation Ordinance is a tax relief ordinance for historic properties whereby an exemption from City property taxes of up to 100% is allowed on the difference between the assessed value before and after restoration (Contact: Planning and Development Department Historic Preservation Officer).



Houston skyline, 1930's, from the Near Northside (Photo courtesy of Metropolitan Research Center, Houston Public Library).

Texas Sales and Use Tax Exemption Program. This program enables any nonprofit corporation exempted under the Tax Code &151-309 or 151-310 to receive a tax exemption for the labor involved in remodeling, restoring, or repairing income producing buildings listed in the National Register of Historic Places (does not include materials or equipment (Contact: State of Texas Comptroller of Public Accounts).

Federal Historic Preservation Tax Incentive Program. The program gives owners of historic properties either a 20% or 10% rehabilitation tax credit for improving their structure. (Contact: Texas Historical Commission, Austin, Texas).

More detailed information on tax aspects of historic preservation can be obtained from the Internal Revenue Service at: www.2.cr.nps.gov/tps/tax/irs.htm.

Are there monetary incentives to restore a historic structure?

The city may grant a tax exemption to qualified property owners who improve designated historic properties. Property owners who have been denied a Certificate of Appropriateness are not eligible for a tax exemption. When the city grants the exemption it is valid for five years. If combined with other tax entities, the exemption period may be valid for up to 10 years.

Part C: Northside Village Historic Resources

Background

The Near Northside was once a part of the Fifth Ward that was formed in 1866 out of the First and Second wards north of Buffalo Bayou and east of White Oak Bayou. Houston's wards were

Northside Village Economic Revitalization Plan

established as political districts, each represented by elected alderman. When Houston adopted a commission form of government in 1905, the political life of the wards ended yet their name continues to this day to describe geographic areas of the inner city. Today the western boundary of the Fifth Ward zigzags between Maury and Hwy 59. The area west of Fifth Ward to I-45 is known as the Near Northside.

On April 16, 1928, the citizens of the Northside organized the Northside Planning and Civics. The boundary of their service area was "Buffalo Bayou on the south and extending north to the city limits [Hays Street], and from little White Oak Bayou on the west and Lockwood Drive on the east."¹ This group published a quarterly magazine called *The Northside* for over a decade. The magazines contain articles about businesses, personalities, and civic issues pertinent to the Northside. Their mission was "To foster and promote civic pride . . . to aid rational development of the Northside and in the City as a whole . . . to help in directing this development into proper channels by separation of residential and industrial districts; to encourage proper location, equipment and management of the recreational facilities . . . to assist in creation of the best possible neighborly relationship between our residents and to aid in every way found available the promotion of civic welfare of the men, women and children of this and future generations. These were the reasons for the creation of Northside Planning and Civics."² Membership was available to anyone living within the boundaries whether renter or homeowner.

There were no dues and no collections taken. Coincidentally this mission many of the same issues facing/addressed Northside Village today.

Mission Statement of the Northside Planning and Civics:

"To foster and promote civic pride . . . to aid rational development of the Northside and in the City as a whole . . . to help in directing this development into proper channels by separation of residential and industrial districts; to encourage proper location, equipment and management of the recreational facilities . . . to assist in creation of the best possible neighborly relationship between our residents and to aid in every way found available the promotion of civic welfare of the men, women and children of this and future generations. These were the reasons for the creation of Northside Planning and Civics."

Plat Maps/Development Patterns

The earliest land platted in the Northside was the plat of blocks 1-151 of Ryon, also known as Germantown. The Ryon plat was filled on November 17, 1862. Boundaries were Maury to the east, Line Street to the south, Terry and Roberston Streets (Roberts) to the west and beyond Gaines Street to the north.

South of Ryon, Miss Helen Culver of Chicago, Ill. filed the plat for Cascara, a subdivision out C. T. Hull's subdivision out of the Noble Tract, on December 10, 1890. This subdivision was platted with long blocks,



Detail of Ryon Plat, filled 1862 (From the City of Houston Map and plat room).



Cascara School
Masthead from plat of Irvin, filled 1891
(Photo courtesy of Metropolitan Center,
Houston Public Library)
(From the City of Houston
map and plat room).



narrow lots with alleys. Cascara school is located on Block 4 between Terry and McKee. Boundaries of the Cascara plat are two lots south of Noble for the northern boundary, the western boundary includes the west side of Gano, eastern boundary is Maury and the southern boundary is Harrington. Center, Houston Public Library).

In the far southern portion of the study area is Chapman's First a plat that spans the north and south sides of Buffalo Bayou. Filed by William Chapman on March 11, 1861, this plat extends into the Warehouse District south of I-10 up to the Southern Pacific railyards. The majority of the proposed Industrial Historic District is located in Chapman's First.

John R. Irvin filed the original plat of Irvinton on May 3, 1891. The 86 block plat had a western boundary of Fulton or the park, a northern boundary of Cavalcade. The east and west boundaries followed irregular paths on either sides of Irvington. On older city maps, Irvington is actually spelled Irvinton, presumable after John R. Irvin. This perhaps explains the name of the Houston Housing Authority project 'Irvinton Village' located on Irvington. It is easy to assume that the signage on the federal housing is incorrect yet it is more correct than the actual street name.

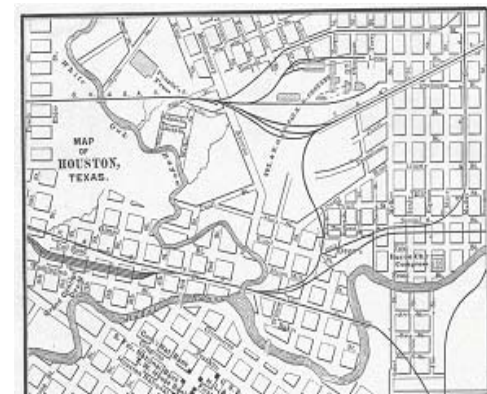
Transportation

A) Railroads

In 1850, Houston began its railroad fever with a rail line from Harrisburg to Austin. By 1861 there were 357 miles of railway centering in Houston. By 1893 this number had increased to



8,857 miles with fourteen rail lines transporting predominantly cotton and staple crops. The Northside, due to the availability of open land and lack of development at the time, was the chosen side of the bayou for the majority of the new rail lines, as well as, the Southern Pacific rail shops. (Courtesy of Metropolitan Research Center, Houston Public Library).



1892 Houston map showing Southern Pacific shops in the Northside (Map courtesy of Metropolitan Research Center, Houston Public Library).



Detail of 1900 map of Houston showing Southern Pacific Shops and train turn around (Photo courtesy of Metropolitan Research Center, Houston Public Library).



important part of the neighborhood's history as neighborhood development occurred largely due to the presence of the Southern Pacific yards.

Several tax incentives are available for the Southern Pacific Rail yard site:

- City of Houston (local)
- Investment Tax Credits (federal)

B) Electric rail

The earliest public transportation in the Northside was a mule drawn car that crossed Buffalo Bayou at San Jacinto. This car traveled north on Willow and made a zigzag loop onto Liberty, then north on McKee, east on Conti, south on Semmes, west on Providence and then south on McKee to Third and back to Liberty. This was the only streetcar line in the Northside at a time when lines south of Buffalo Bayou were expanding farther to the south and west.

Electric rail service along Montgomery (now North Main) began in 1892. The electric rail service, a precursor to the jitney and our present day METRO buses, allowed for people to live farther from

Because of the abundance of jobs, the rail shops supported the development of the neighborhood as more people chose to live near their work. Large industrial buildings were constructed on the Southern Pacific site to house fabrication and repair services. Many of the industrial buildings are historic and an important and dynamic resource for the Near Northside. A sensitive redevelopment of the site should include the preservation and reutilization of the industrial buildings. These buildings are an

View of Southern Pacific buildings. Photos early 20th century (Photo courtesy of Metropolitan Research Center, Houston Public Library).



Streetcar at Main at Hogan, view south (Photo courtesy of Metropolitan Research Center, Houston Public Library).



METRO bus, 1970'2. North Main Street at Quitman (Photo courtesy of Metropolitan Research Center, Houston Public Library).

their work establishments. Motivation to provide service to the Northside was the Southern Pacific rail shops, for decades one of the city's largest industrial employers. The Montgomery route of the 1890s extended only as far north as Hogan Street, but it was later lengthened and by 1903 it provided a loop service. Service was provided to both industrial and residential neighborhoods as well as the massive Southern Pacific Lines railroad shops.



Streetcar at Main at Hogan, view north (Photo courtesy of Metropolitan Research Center, Houston Public Library).

C) Library

Carnegie Library was demolished to make way for a new library. The monumental front columns from the original library still stand in the park adjacent to the new library.



D) Bridges

The Main Street viaduct opened in 1913 and was hailed by residents as the "Gateway to the Northside". The bridge, designed by F. L. Dormant, City Engineer, was the largest single-arch concrete span in Texas at the time of its construction. "Over the hump, and through the hole, to the land of the free and the brave-Fifth Ward, Texas." -Silverdale resident, from oral interview. Discussion of whether the McKee Street Bridge would every be completed was



Sunset Hospital Nurses Home in the 1930's. Photo courtesy of Metropolitan Research Center, Houston Public Library.

served as its first librarian. When Hollywood cemetery opened in 1896 its location was described as on the west side of West Montgomery road, half a mile north of the city limits. This historic resource is in excellent condition and remains a pleasant place to visit.

Holy Cross Cemetery, a Catholic cemetery at 3502 North Main opened in 1904. Maurice Joseph Sullivan (1884-1961), and members of the Foley family are buried here. Sullivan, who specialized in the design of buildings for Catholic religious orders,



*Hollywood Cemetery.
Courtesy of the postcard
collection of Randy Pace.*



Entrance to Hollywood Cemetery, 1930's.



*Hollywood Cemetery
advertisement from
1900 city directory.*

was city architect from 1912-1919, designed the Vila de Matel (1923-1928) and is the architect of the Northside's Jefferson Davis Senior High School (1926) in collaboration with Birdsall P. Briscoe. In the Holy Cross mausoleum are the remains of Father Augustine d'Asti (1827-1866), an Italian Franciscan missionary who worked with Houston's poor from 1860-1866. The mausoleum has reliefs by artist Maria Kanova.

G) Schools



Jefferson Davis Senior High School



Elysian Street School



Cascara School



Lee Elementary School



North End High School (courtesy of the postcard collection of Randy Pace).

Appendix E

H) Commercial Buildings

Case Study 1

An early 20th century commercial Strip (Located in Node 2) 1917-1919-1921-1923 North Main is a block long commercial strip located on the west side of North Main between James and Gargan. This early 20th century commercial block is made up of four separate architecturally significant buildings. Collectively, the



1923 North Main

1921 North Main



1919 North Main

1917 North Main



Northside Village Economic Revitalization Plan



*1900 block of North
Main Street*



*Northside gas station, (Photo
courtesy of Metropltain
Research Center, Houston
Public Library).*



*1900 Block of North Main
after sensitive rehabilitation*



*Candy Store (Photo courtesy
of Metropolitan Research
Center, Houston Public
Library).*



*Northside gas station, 1930's (Photo courtesy of
Metropolitain Research Center, Houston Public Library).*



*Hamburger Stand on North
Main Street (Photo courtesy
of Metropolitan Research
Center, Houston Public
Library).*

Appendix E



*Historic Photo of 1923
Main Street, 1930's.
Photo courtesy of MRC,
HPL.*

architectural styles tell the story of commercial development along North Main. These buildings are ideal for rehabilitation utilizing the federal Investment Tax Credit program. This program, administered jointly by the IRS and the National Park Service provides a 20% tax credit from federal income tax for a substantial rehabilitation of a historic building that follows the Secretary of the Interior's Standards for Rehabilitation.

Case Study 2

An early 20th century gas station-
Historic buildings can be found in unlikely places. The *!Aye Chiwawa!* (picture right) taco stand on North Main was originally built as a gas station. This building is another candidate for the 20% tax credit program.



!Aye Chiwawa! Taco Stand; Before.



!Aye Chiwawa! Taco Stand; after.

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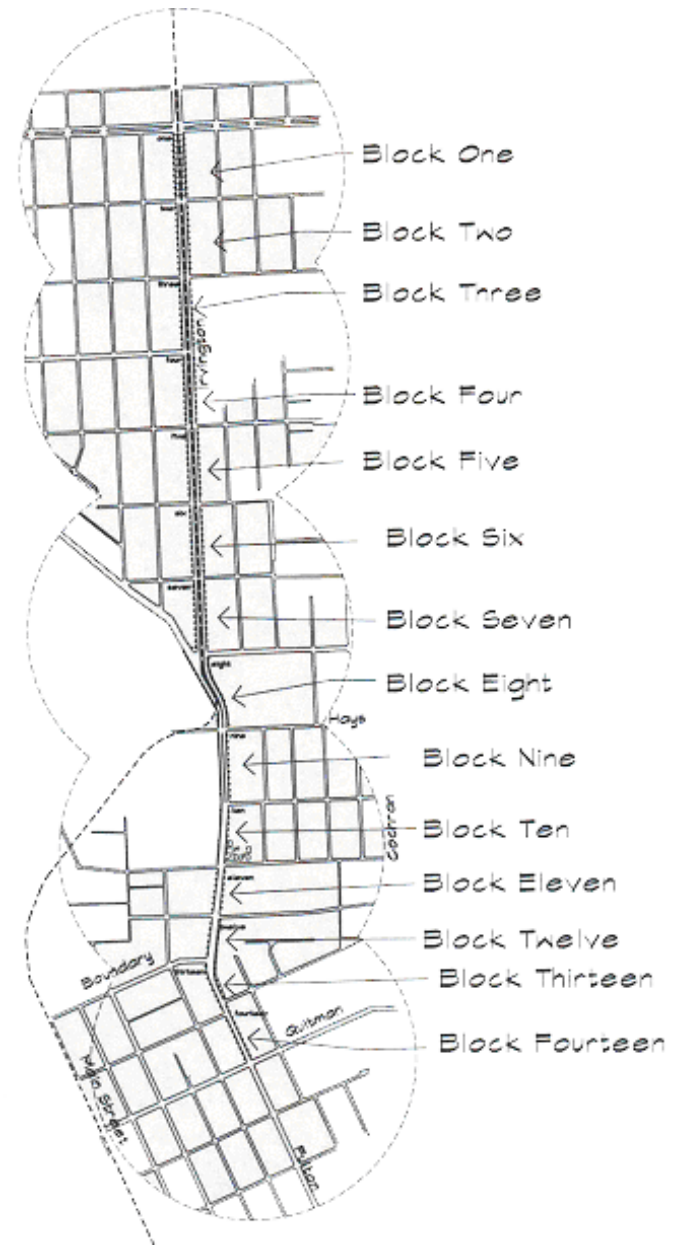
Appendix F: Pilot Project

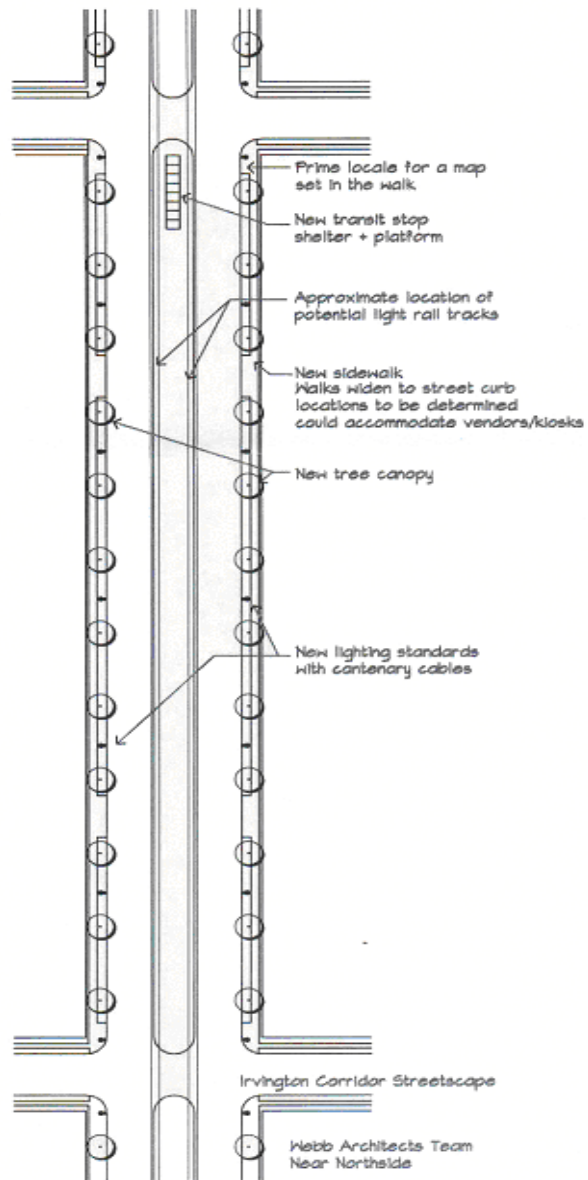
Northside Village Pilot Project

Beginning at Cavalcade Boulevard on the north the pilot project extends south along Irvington to the intersection with Fulton and continues to the intersection of Fulton at Quitman.

The block number designations coordinate with those found in the following budget workshop sheets.

Immediately following is a prototypical block design with trees, sidewalks, street lighting fixtures, etc.



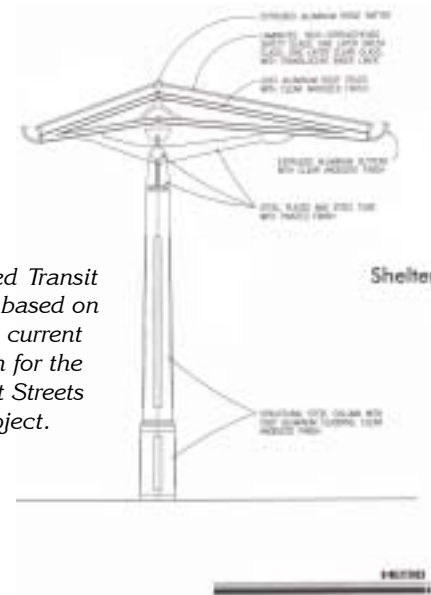


Prototypical Block Improvements to the public space

Light rail is shown for potential future impact on currently proposed public sector improvements.



Proposed Street Light based on HLEP's standard lantern fixture on a approximate 12' 0" tall pole (ultimate height to be determined after field trials).



Proposed Transit Shelter based on Metro current design for the Transit Streets project.



Seating

*Proposed Transit Bench
based on Metro's current
design for the Transit
Streets project.*

Additional streetscape furniture, not shown, based on those designs currently used by Metro in the Transit Streets project.

Near Northside Economic Revitalization Plan
Northside Village

Pilot Project Improvement Budget Costs

	<u>Trees</u>	<u>Driveways</u>	<u>Sidewalks</u>	<u>Street Lighting</u>	<u>Str Furniture</u>	<u>Utilities</u>
Block						
One	50,000	20,000	42,600	21,400	50,300	6,200
Two	55,000		46,178	22,600	4,300	127,500
Three	85,000		67,896	32,240	4,300	36,270
Four	27,500		23,488	11,184	25,150	0
Five	55,000		47,285	23,000	4,300	29,900
Six	55,000		45,848	22,480	4,300	6,600
Seven	57,500		44,313	23,130	4,300	28,850
Eight	62,500		51,170	27,410	27,300	7,200
Nine	27,500		64,183	32,103	4,300	6,600
Ten	30,000		21,410	9,000	25,150	13,950
Eleven	35,000		31,700	16,380	4,300	27,900
Twelve	50,000		40,310	19,365	4,300	48,550
Thirteen	20,000		17,990	9,615	2,150	21,300
Fourteen	45,000		37,285	19,665	27,300	44,400
Totals	655000	20000	581656	289572	191750	405220
Contingency	15%				321479.7	
Grand Total					2464677.7	

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Mayor's Office Environmental Policy
Keep Houston Beautiful
PW&Eng/NPT
Mayor's Citizens' Assistance Office
Council Member Vasquez's Office
Police Department, City of Houston
Public Works Department, City of Houston
Parks and Recreation Department, City of Houston
Harris County Flood Control
White Oak Bayou Partnership
Trees for Houston
Public Works Department, City of Houston
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METRO
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*This plan was developed by the consultant team,
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